REPORT

OF THE

BOMBAY CHAMBER OF COMMERCE

FOR THE YEAR 1902.

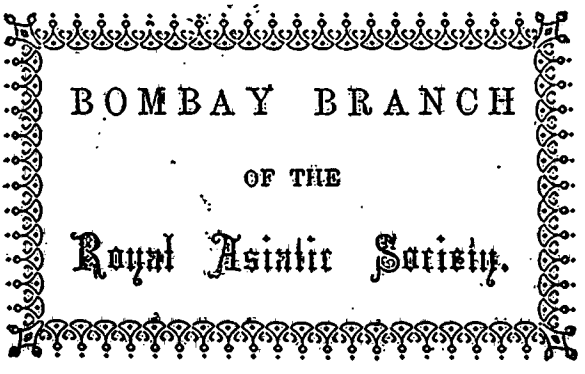
PRESENTED TO THE ANNUAL GENERAL MEETING

HELD ON THE 11TH MARCH 190

PRINTED FOR THE CHAMBER
AT THE
"TIMES OF INDIA" PRINTING WORKS.

1903.

00133569



Digitized with financial assistance from
Government of Maharashtra
on 01 February, 2020

REPORT

OF THE

BOMBAY CHAMBER OF COMMERCE

FOR THE YEAR 1902

133569

PRESENTED TO THE ANNUAL GENERAL MEETING
HELD ON THE 11TH MARCH 1903.

LIBRARY OF THE BOMBAY BRANCH OF THE ROYAL ASIATIC SOCIETY

XIII. 12/1/4.

Bombay:
PRINTED FOR THE CHAMBER
AT THE
BOMBAY GAZETTE STEAM PRINTING WORKS.

1903.

BOMBAY:
RINTED AT THE BOMBAY GAZETTE STEAM PRESS, ARMENIAN LANE.

CONTENTS.

	PAGE
Abyssinia, Railroad from Djibouti to Addis—Communication from Consul of France regarding	20-198
Acts, Australian Immigration Restriction Act—Government Resolution in connection with...	91
Acts, Indian Explosives Act 1884.—Draft rules to regulate the transport and importation of explosives under the Act ...	124
Acts, Indian Limitation Act XV of 1877.—Amendment sought —Matter referred to Sub-Committee of Chamber	90
Aden Chamber of Commerce in relation to Port Trust	56-360
Aden—Deepening of the Harbour urged by Bengal Chamber...	54
Aden Harbour—Imperial Grant-in-Aid advocated	54
Aden Port Commission.—Suggestion to include question of mooring charges in reference to	54-316
Aden Port Commission—Proceedings and Report of	55
Aden Public Wharf, Expenditure for construction of, deprecated	54
Administrator-General and Official Trustee, Bengal. Bill to amend Law relating to. Bengal Chamber addresses Government of India on	95
Adulteration of Coffee.—Legislation proposed by United Planters' Association for Abatement of	134
Agra-Delhi Chord.—Communication from Government respecting	15-183
All-British Cables.—Chamber's Approval in general terms of the principle of	23
All-British Pacific Cable.—Meeting of Congress in London in connection with the completion of	21
Andamans and the Mainland.—Telegraphic communication estabished between	25
Arbitration Fee enhanced when goods in dispute have to be inpsected in go-downs, at or near Docks	2
Arbitrations—Committees of	xiii
Arbitrations—Rules regarding	xii
Assam-Bengal Railway Company.—Proposed transfer of the Jorehaut State Railway to the...	18
Australian Immigration Restriction Act.—Government Resolution in connection with	91
Australian Postal Bill ratified	67
Balance Sheet of Chamber...	150
Ballard Pier.—Porterage at.—Government intimate that matter has been referred to theCommissioner of Police .	9

PAGE

Banks in Bombay consulted regarding proposal to centralise Mint at Bombay 6
Banks in Bombay consulted regarding Stamp Duty chargeable in respect of Hypothecation of Moveable Property 8
Bill to amend the law relating to the procedure of the Courts of Civil Judicature.—Special Committee formed to consider Bill 90
Bills of Lading, anti-dating xxvii
Bills of Lading. Signing before goods are shipped 84
Bitumastic Solution, Importation of 123
Boatmen plying in Bombay Harbour.—Tariff of charges advertised at Bunders 49
Bombay Improvement Trust.—Election of Representative of the Chamber on the 2
Bulk-Oil depots on Railway.—Same facilities to be given to Americans as to all other suppliers, with reference to the Transport of Bulk-Oil by rail and its storage on Railway premises 123
Burmah Chief Court.—Protest by Rangoon Chamber of Commerce against the appointment of a member of the Indian Civil Service as Chief Judge of the Chief Court of Burmah. 95
Calcutta High Court, Delays in despatch of Business.—Matter brought to notice of Bombay Chamber.—Special Committee formed to report on delays in Bombay High Court 91
Cargo boats alongside vessels, detention of xxvii
Cargo, Shut out xxvii
Carnac Bridge, for Sidings. Recommendation to utilize ... 18
Carriers' Notes.—Bombay Native Piece-Goods Merchants' Association refuses to accept Carriers' Notes as proof of date of shipment of Goods 112
Cash Credit accounts.—Development in India arrested by action of Board of Revenue 8
Carriage of Goods to Bombay by Northern Railways, Correspondence regarding 17
Castorseed.—Reference to Chamber to decide Tonnage of ... 74
Ceylon Tea, Imports into Bombay 1899-1902... 131
Chairman for 1903.—Election of Mr. John Moncrieff Dick as... 1
Chairmen and Secretaries of the Chamber 678
Chamber's Documents.—Unauthorised Publication of, in Press. 137
Chamber's Publications, Proposals to amend the Export and Import Manifests and Daily Trade Return 126-627
Charter-Party Holiday,—Charterers not compelled to accept notice of steamers' readiness on a 69
Chemical Analyser to Government.—Scale of fees charged by, No fixed scale 133-633

PAGE

Chief Court of Burmah.—Protest of Rangoon Chamber of Commerce against the appointment of a Member of the Indian Civil Service as Chief Judge of the Chief Court of Burmah... 95

China Clay, passed without duty when intended for use in Weaving of Cotton or baling of woven cotton goods 43

Chinese Currency, Denominations and Values 44

Chinese Import Tariff.—Duty fixed on Yarns, Gunny bags and Hessians 43-281

Civil Procedure Code.—Bill to amend Law relating to, Special Committee formed to consider Bill 90-534

Coal.—Customary quick despatch of 83

Coal. Rates on the East Indian Railway, discussion of 20

Coal Imports into Bombay by sea and Rail, 1896 to 1902 ... 134

Coasting Craft.—Draft Rules for the control of 76-469

Code, Vocabulary—Representation in the matter of certain defects in the new Official 26

Coffee, Adulteration of.—Legislation proposed by United Planters' Association for abatement of 134-638

Coffee and Tea.—Preferential Duties 46

Coloured Seamen on Mail Steamers.—Protest by Bombay and Bengal Chambers against prohibition by Australian Commonwealth of granting of Contracts to Lines carrying ... 67-448

Commercial Education.—Chamber agrees to keep a register of successful Candidates in London Chamber of Commerce Examinations 88-530

Commercial Intelligence.—Proposed Establishment of a Government Bureau, consisting of Commercial Branch, Director of Statistics and Director General 85

Commercial Intelligence—Business experience and discretion necessary for the Establishment of Bureau of 85-497

Commission, General rates of xxiv

Commission rates on sales of Metals.—Chamber's opinion asked as to customary fees to Auctioneers and Brokers for selling metals 133

Congress of Chambers of Commerce in London 88-528

Contracts with Egyptian Government.—Representation that calls for tenders be sent to Chambers of Commerce in India at time of issue 88-526

Control of Coasting Craft.—Draft rules for the 76

Cotton.—Cultivation and Improvement of Staple, Government effort, samples of Cotton forwarded to Chamber for Report. 95-549

Cotton Exports and Mill Consumption, 1899-1902 109

Cotton Green.—Government proposal to acquire for sidings ... 18-191

Cotton Green.—Plot marked A handed over for sidings... ... 19

Cotton Receipts into Bombay 1899-1902 106

Cotton Seed, Export Trade.—Large increase in last three years. 129

PAGE

Court of Small Causes, Bombay.—Minute on, by member of Chamber 93
Crop Forecasts.—Chamber's opinion asked for, as to utility or otherwise of the forecast of certain crops 129
Crushed Myrabollams.—Reference to Chamber to decide tonnage of 74
Custom House.—New Dock Establishment to be erected south of Port Trust Dock Offices 35-219
Custom House.—(Bombay). Hours of work at 38
Customs.—Overtime Charges.—Procedure of Bombay... ... 38-234
Cylindrical Packages.—Formula for the Calculation of the Cubical contents of 73-460
Cylindrical Packages.—Formula not applicable to casks ... 74
Deferred rates in British Cables in relation to Piece-Goods ... 23
Delhi Piece-Goods Association.—Rules for Arbitration and contract Form 115
Delivery of Goods on Sundays or Charter-Party Holidays, Identical ruling for all Indian Ports advocated 51-312
Diversion of Trade with Upper India from Bombay to Calcutta 137
Djibouti to Addis-Abyssinia.—Communication from Consul of France regarding Railroad from 20
Docks, Bombay cleaning of Grain near.—Chamber addressd by Executive Health Officer as to the best means of mitigating the alleged nuisance caused by the dust blown from the Grain-cleaning Godowns 132-631
Dollars.—Injury to Trade by stoppage of Production of... ... 7
Eastern Telegreph Company's Landing rights in Cornwall. Recommendation to reduce rates to the Gold Coast and Nigeria 22
Economist of May 3rd 1902. Article on Indian Budget and Railways 13
Education, Commercial, Chamber agrees to keep a Register of successful Candidates in London Chamber of Commerce Examinations 88
Egyptian Government Contracts.—Representation that calls for Tenders be sent to Chambers of Commerce in India at time of Issue 87
Encyclopædic and Standard Dictionaries.—Comparison with New Code Vocabulary 31
Exchange, suggested guaranteed rate for payment of Interest on Rupee Paper 5
Exports of Wheat from India to Europe 1893-1902 105
Exports, Cotton Seed.—Large increase in 129
Expropriation of Private Cables.—Representation to Government regarding 22

PAGE

F. A. S. Contracts.—Time of Delivery in Calcutta, under ... 71
Feeder Lines in India by Private Enterprise.—Correspondence on the capacity of 17
Financial Statement for 1902-1903. See *Gazette of India* of 29th March 1902 10
Fire on Board ship, Extinction of by means of Gas 80
Free Trade in Cables.—Normal Policy of the Country to Encourage 22
Freights, Movement since 1871 78
French Customs Regulations Tariff on Colonial Provisions. See *Moniteur Official du Commerce* of 17th April and 15th May 1902 46
General Meeting of the Chamber 679
General Post Office. Proposed site near Victoria Terminus ... 35
Gold Coast and Nigeria, Recommendation to reduce Telegraph Rates to 22
Goods by Rail from Docks, Arrangements made for Despatch of 53
Government Rupee Paper enfaced for London suggested guarantee of fixed rate of Excharge for payment of Interest .. 5-155
Ground Nut Seed, Experimental Cultivation in Bombay Presidency Foreign Varieties tried 96
High Court, Calcutta, delays in Despatch of Business Matter brought to Notice of Bombay Chamber, Special Committee formed to report on delays in Bombay High Court 91
Holidays, Public and Charter Party ... ...ii, 144-673
Hypothecation of Moveable Property.—Bengal Chamber's Representation in the matter of 8,172
Imperial Institute Government Memorandum on the Scientific and Technical Department 135-641
Imperial Institute.—Sample room for the display of Colonial and Indian Products opened 135
Imports.—Ceylon Tea into Bombay 1892-1902. 131
Imports, Coal into Bombay by Sea and Rail 1896-1901 131
Imports, Silver (Private and Government) into British India from Foreign Ports in each Official Year from 1880-81 to 1900-1901 130
Import Duties on Kerosine Oil in Native States 139
Income Tax levied in England on profits that had already paid Income Tax in India 4,152
Indian Budget and Railways. Article in Economist of May 3rd 1902 on 13
Indian Limitation Act, 1877.—Amendment sought, Matter referred to Sub-Committee of Chamber 90-545
Indian Explosives Act, 1884.—Draft Rules to regulate the transport and importation of Explosives under the Act 124

PAGE

Indian Ports Act, 1889.—Amendment to regulate Vessels arriving in Harbour on which there is any case of infectious or contagious Disease, or any Death... 60-419

Indian Ports Act, 1889.—Further amendment to determine the meaning of the terms "Vessel' "foreign" and "Coasting," and the revision of Port Dues 61-419

Indian Steamship Act, 1884. Draft Rules. See *Bombay Government Gazette*, 18th September 1902, p. 1503, Part I 62

Indian Tariff Act, Amended Tariff Valuation published ... 40-241

Indigo and Tea. Stamp Duty on Hypothecation of 9

Industrial Exhibitions, Hanoi. Papers on forwarded to Chamber 135

Industrial Exhibitions, Osaka. Papers on, forwarded to Chamber 135

Industrial Exhibitions, Delhi Coronation Durbar, Circulars relating to, forwarded to Chamber 136

Industrial Exhibitions, "Louisiana Purchase Exposition," otherwise called The "St. Louis World's Fair." Public meeting held in rooms of Chamber, at which the Commissioner General of the United States for the Exposition addressed the members of the Chamber and other leaders of the business community on the subject of the Exhibition and its relation to India 136-615

Inland Steam Vessels Act, 1884. Proposed Amendment of Rules for Ship Engineers' Examinations 81

Interest on Rupee Paper. Suggested guarantee of fixed rate of Exchange 5

International Bureau of Telegraph Administration, Berne.—Correspondence with, regarding New Official Code Vocabulary 26

Iron, Calcutta and Karachi Importers deliver Ex Godowns ... 47

Iron, Complaint from Members about delay in delivery of iron at the Docks 47-300

Iron, Deliveries at Docks.—New Regulations sanctioned by Government 49

Iron and Steel Sheets.—Variation in excess of 2 per cent. of, marked over actual weights liable to be dealt with for False Trade Description 39-239

Joint Stock Companies 147

Jorehaut State Railway.—Proposed Transfer to Assam-Bengal Railway Company 18

Karachi Mails for Europe, Recommendation to Government that homeward-bound mail-steamer be delayed 10 hours in case of non-arrival of 33

Kennery Island, Representation to Government regarding reconstruction of the Light on 63

PAGE

Kerosene Oil on Native Passenger Ships. Modes of Conveyance. Chamber's opinion asked for 125-625

Kerosene Oil Cargo. Opinion of Committee with reference to the claims of a consignee when a steamer on her total discharge counts out a number of cases in excess of the Bill of Lading quantity 124

Kerosene Oil, Import Duties in Native States 139

King's Coronation.—Congratulatory Message from Chamber withheld by Government of Bombay on account of His Majesty's illness and the consequent postponement of Coronation 137

Landing Rights of Eastern Telegraph Company in Cornwall. Recommendation to reduce rates to the Gold Coast and Nigeria 22

Lascar Seamen, Limit of North Latitude to 43 degrees in Form of Agreement sanctioned by Government 66

Legislative Council of the Government of Bombay, Rules for the election of a representative of the Chamber in the ... xi

Legislative Council. Election of Mr. J. M. Dick as Representative of the Chamber in succession to Mr. Greaves 1

Maize.—Recommendation for Alteration of Tonnage Scale from 16 to 17 cwt. to the ton 72-457

Marconi's First Wireless Telegraph Message, Announcement of. 33

Measurement Department working 58-366

Measurement Fees on Dock Holidays enhanced 58

Measurement Rules and Regulations xvii

Members of the Chamber 1

Members of the Chamber—New 146

Merchandise Marks Act.—Variation in excess of 2 per cent. of marked over actual weights, considered an infringement of. 39

Metric System of Weights and Measures. Compulsory adoption advocated by Decimal Association, London. Chamber remits £5 to the Association towards the furtherance of its objects 141-668

Military Works and Marine Expenditure, 1901-1902. See *Gazette of India* of 29th March 1902 10

Mints, Proposal of Government to abolish Mint at Calcutta and centralise in Bombay 6, 167

Mody Bay Site for Branch Custom House, Chamber's disapproval represented to Government... 35

Monument to the late Mr. John Marshall, completion and erection of 137

Mortgages of Crops. Stamp Duty Chargeable in respect of ... 9

Metals.—Sales of, Commission Rates on.—Chamber's opinion asked as to Customary Fees to auctioneers and Brokers for selling metals 133

	PAGE
Mortgages, Registration	4
Municipal Councillors—Rules for the election of	x
Nagda-Bara-Muttra-Railway, Dissatisfaction felt by Commercial Community regarding delay in construction of	10
Nagda-Bara-Muttra-Railway, Representation to Government regarding continued failure to concede to Bombay benefits of Railway Expenditure	10
Nagda-Bara-Muttra-Railway. Government of India disposed to consider proposals for construction of	10
Native Piece-Goods Merchants' Association. Refusal to accept Carriers' Notes as proof of date of shipment of goods ...	112-573
Nux Vomica, Application for Revision of Tonnage Scale of ...	73
Official Code Vocabulary, Chamber's view misrepresented to the Telegraph Bureau by Director-General of Telegraphs ...	29
Official Code Vocabulary. Omission of words permitted by Service Regulation VIII	31
Official Code Vocabulary.—Suggested Issue of Supplementary List of Words	32
Official Code Vocabulary.—Representation in the matter of certain defects in the New	26-207
Official Code Vocabulary.—Representation to British Delegate to oppose adoption of making Vocabulary compulsory ...	28
Pacific Cable, Completion of the All-British...	21
Paper Currency, Informal Proceedings of Government regarding question of popularising the	8
Perim Lights, Legal inability of the General Light House Fund to contribute to the Improvements of	62-431
Persian Customs' Tariff, effect on Indian Trade with Persia ...	141-665
Persian Trade, Seistan Route, History of	138-655
Petroleum, Transport and Storage of.—Proposal to revise the Petroleum Act of 1899 and other Acts bearing on the subject Bombay Chamber addressed by Bengal Chamber for a joint representation to the Government of India	122
Piece-Goods, Imported. Allowance on white Nainsook cut in two parts, and pieces from which patterns had been cut ...	115
Piece-Goods Disputes.—Proposal to alter Chamber's Rules regarding surveys on Piece-Goods	115
Piece-Goods Association, Delhi.—Rules for Arbitration and Contract Forms	115-582
Piece-Goods, Mill Manufacture, Classification of, for purposes of Excise Duty	116
Porterage at Ballard Pier.—Government intimate that matter has been referred to the Commissioner of police	49-306
Port Trustees.—Election of Representatives of the Chamber ...	3
Port Trustees—Rules for the election of	ix
Post Office, General, Proposed site near Victoria Terminus.	35

PAGE

Presidency Courts of Small Causes.—Objectionable section of Act of 1882. Bengal Chamber represents matter to Government of Bengal 92-93

Prices, Wheat, as given by Director-General of Statistics 1894-1902 105

Public and Charter Party Holidays 144

Purchase of Cables by State, Emphatic Pronouncement against. 22

Railway matters, Nagda-Bara-Muttra Railway 10-176

Railroad from Djibonti to Addis, Abyssinia.—Communication from Consul of France regarding 20-198

Rainfall of the Calendar year 1902, table showing 127

Red Sea Lights, Erection of four new Lights understood to have made good progress during the year 65-447

Refined Sugar from United Kingdom.—Recommendation to assign valuation of Rs. 10 per cent. 42

Registration of Mortgages 4

Reuter's Commercial Service considerably amplified consequent on reduced Telegraph Rates 25

Rolling-Stock for Carriage of Goods to Bombay by Northern Railways.—Correspondence regarding 17-185

Round Timber measured for Tonnage in same way as Square Rules and Regulations of the Chamber iii

Timber, but with one-fifth off 72

Ship Engineer's Examinations.—Proposed Amendment of Rules Under Inland Steam Vessels' Act 1884 81

Ship Freight inwards to Bombay xxvi

Ship Freight outwards from Bombay xxvi

Shipment of Goods under contracts with Dealers.—Opinion of Committee on meaning of the words "Shipment in Four Lots, 1st January or earlier with three or four weeks' interval," in a dealer's contract 114

Shipping, destruction of vermin and extinction of fire by means of gas 80

Shortage of Goods after Discharge from Steamer.—Claims for. 75

Short Reeling, in Sholapur. Four bundles forwarded to the Chamber for tests 119

Short Reeling Government proposes prosecuting defaulting Firms. Chamber favours proposal 121

Silver Imports. (Private and Government) into British India from foreign Ports in each Official year from 1880-81 to 1900-1901 130

Singapore, scarcity of water in 81

Sovereigns and Half-Sovereigns, Provision for encashment in Rupees necessary 7

Stamp Duty, chargeable in respect of Mortgage of Crops ... 9

PAGE

Stamp Duty on Hypothecation of Moveable Property—Bengal Chamber's Representation to Goverment in the matter of ... 8-172
State Ownership to lay Cables, recommendation to make full provision for ultimate 22
State Ownership in Cable between South America and Australia. Provision recommended for... 22
Statistical Statements (Measurement Department) 148
Steamer Charters. Question of lay days 68
Steam-ship subsidies... 84
Sugar and Metals. Government unable to make amended Tariff-Valuation retrospective to 1st January 40
Sugar Bounties. Government agreed to impose additional duty in India 41-266
Sugar, Draft Rules for Additional Duty. Rule 7 (1) (c) considered superfluous 41
Sugar Bounties Question.—References in *Times* 43
Sugar, Rules for Additional Duty.—See *Gazette of India*, No. 33, dated 16 h August 1902... 41
Sundays.—Fees chargeable for the working of Steamers on ... 76
Surveys and Arbitrations on Piece Goods, Rules for xv
Surveyor's in Piece-Goods Disputes.—Proposal to alter Chamber's Rules regarding Surveys on Piece-Goods 115
Tea and Indigo, Stamp Duty on. Hypothecation of 9
Tea Public protest against rumoured enchancement of Duty on 46
ea and Coffee, Preferential Duties 46
Tea, Proposed Cess on Tea Exports to promote consumption in India 44
Tea Imports from Ceylon into Bombay, 1892-1902 131
Telegraph Communication established between the Andamans and the Mainland 25
Telegraphs Marine, Imperial Cable communications 21-200
Tonnage of Crushed Myrobollams.—Reference to Chamber to decide 74
Tonnage of Castorseed.—Reference to Chamber to decide ... 74
Tonnage Scale (Bombay)... xxviii
Tonnage Scale (Calcutta) lxiii
Tonnage Scale (Cochin) lxxii
Tonnage Scale (Madras) lxxv
Tonnage Scale (Karachi) lxxxi
Tonnage Scale, Reference to Maize, Round Timber and Nux Vomica 72 457
Town Duties 116-519
Trade Upper India with Bombay and Calcutta.—Diversion from former Port to latter 137-654
Trade Introductions, etc.—Applications for.—Board affixed in rooms of Chamber on which particulars of enquiries are exhibited for the information of members... 136

PAGE

Trade Returns. Proposal to separate figures for Port of Bombay from those of Presidency 117-613
Trade Statistics 148-700
United Empire Trade League—Address by Sir Howard Vincent 87-512
Vermin on board-ship.—Destruction of 80
Weather Working Days.—Decisions given by the Committee in 1901 80
Weather and Crop Reports... 127
Weights and Measures.—Metric System, compulsory adoption advocated by Decimal Association, London 141
Whang-Poo River.—Conservancy Board established 57
Wharfage fees xxxvi
Wheat. Acreage and Outturn in each official year from 1884-85 to 1901-1902 99
Wheat, Exports from India to Europe 1893-1902 105
Wheat.—Prices retail as given by Director-General of Statistics, 1894-1902 105
Wireless Telegraphy, Marconi's First Message. 33
Working day for Ships and Steamers. Definition of. 70
Working of Steamers on Sundays, fees chargeable for the ... 70
Yarns, Short-reeling of in Sholapur. Four Bundles forwarded to Chamber for tests. 119
Yarns, Short-reeling of, Government proposes prosecuting defaulting firms. Chamber favours proposal 121

Bombay Chamber of Commerce.

ESTABLISHED 22nd SEPTEMBER, 1836.

Honorary Members.

The Rt. Hon'ble LORD READY, LL.D., G.C.I.E.

A. H. CAMPBELL, Esq.
J. M. MACLEAN, Esq.

Members.

Messrs. BENNETT, COLEMAN & Co.
" BLASCHECK (A.) & Co.
" BREUL & Co.
" CHAGONDAS & Co.
" CRAIGIE, LYNCH AND OWEN.
" CRAWFORD, BROWN & Co.
" DAVID (SASSOON J.) & Co.
" DRENNAN & Co.
" DUXBURY (J.) & Co. (Ltd.)
" EWART, LATHAM & Co.
" EWING & COMPANY. (Ltd.)
" FARBENFABRIKEN BAYER & Co.
" FINLAY, MUIR & Co.
" FLEMING, SHAW & Co.
" FORBES (C. H. B.) & Co.
" FORBES, FORBES & Co. (Ltd.)
" FRAMJEE, SONS & Co.
" GADDUM & Co.
" GLADE & Co.
" GLAZEBROOKE, TEJPAL & Co.
" GRAHAM (W. & A.) & Co.
" GREAVES, COTTON & Co.
" GYSI & KLEINJUNG.
" KAHN & KAHN.
" KILLICK, NIXON & Co.
" KERR, TARRUCK & Co.
" KING, KING & Co.
" LATHAM, ABERCROMBIE & Co.
" LATHAM & Co.
" LYON & Co.
" MACDONALD (C.) & Co.
" MACKINNON, MACKENZIE & Co.
" MANTACHEFF (A. I.) & Co.
" MOOLJEE JAITHA & Co.
" NARANDAS RAJARAM & Co.
" OSTERMAYER (M.) & Co.
" OWEN & OKELL.
" PAYNE, GILBERT, SAYANI AND MOOS.
" PETIT (D. M.) SONS & Co.
" PETIT, (JEHANGHIR B.) & Co.
" PRIER DESAONE & Co.
" RALLI BROTHERS.
" RICHARDSON AND CRUDDAS.
" RITCHIE, STEUART & Co.

Messrs. RUSTOMJEE (H. J.) & Co.
" SAMUEL FITZE & Co.
" SANDAY & Co.
" SASSOON (D.) & Co. (Ltd.)
" SASSOON (E. D.) & Co.
" SHAW WALLACE & Co.
" SCHRODER SMIDT & Co.
" SHEPHERD & Co.
" SPINNER (E.) & Co.
" TATA & SONS.
" THOMAS COOK AND SON.
" TRIBHOVANDAS VURJEEWANDAS & Co.
" TURNER, MORRISON & Co.
" VOLKART BROTHERS.
" WALLACE & Co.
THE AUSTRIAN LLOYD'S S.N. COMPANY.
THE BOMBAY COMPANY, LD.
THE BANK OF BOMBAY.
THE B. B. & C. I. RAILWAY.
THE BOMBAY DYEING AND MANUFACTURING COMPANY, LIMITED.
THE BOMBAY TRAMWAY CO., LD.
THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA. [DE PARIS.
THE COMPTOIR NATIONAL D'ESCOMPTE
THE COMMERCIAL BANK OF INDIA, LD.
THE G. I. P. RAILWAY.
THE HONGKONG AND SHANGHAI BANKING CORPORATION.
THE MITSUI BUSSAN KAISHA.
THE MERCANTILE BANK OF INDIA, LD.
THE NATIONAL BANK OF INDIA.
THE NIPPON YUSEN KAISHA.
THE P. & O. S. N. COMPANY.
THE RUBATTINO S. N. COMPANY.
COMPAGNIE DES MESSAGERIES MARITIMES.
THE SOUTH BRITISH FIRE & MARINE INSURANCE CO. OF NEW ZEALAND.
THE SOUTHERN MAHRATTA RY. CO.
STANDARD OIL COMPANY OF NEW YORK.
THE VACUUM OIL COMPANY.
THE YOKOHAMA SPECIE BANK, LD.
JOHN FACHIRI, Esq.
AHMEDBHOY HUBIBBHOY, Esq.

RETIRING COMMITTEE.

THE HON. MR. J. M. DICK, *Chairman.*
H. C. WRIGHT, Esq., *Deputy Chairman.*
H. BLASCHECK, Esq.
A. M. MONTEATH, Esq.
W. W. PETRIE, Esq.
H. E. E. PROCTER, Esq.
LT.-COL. H. D. OLIVIER, R. E.
J. STIVEN, Esq.

COMMITTEE FOR 1903.

THE HON. MR. J. M. DICK, *Chairman.*
H. E. E. PROCTER, Esq., *Dy. Chairman.*
C. H. ARMSTRONG, Esq.
F. W. BICKEL, Esq.
M. F. REID, Esq., C.I.E.
FRANK RITCHIE, Esq.
R. R. ROSS, Esq.
H. WENDEN, Esq., C.I.E.
A. ZYGOURAS, Esq.

FREDERICK NOEL-PATON, Esq., *Secretary.*

CHAMBER'S REPRESENTATIVES.

Legislative Council of H. E. the Governor of Bombay.

THE HON. MR. J. M. DICK.

Bombay Port Trust Board.

THE HON. MR. J. M. DICK,
WILLIAM GREAVES, Esq.
J. STIVEN, Esq.
FRANK RITCHIE, Esq.
H. E. E. PROCTER, Esq.

Bombay Improvement Trust.

C. H. ARMSTRONG, Esq.

Bombay Municipal Corporation.

HERBERT R. GREAVES, Esq.
T. W. CUFFE, Esq.

PUBLIC HOLIDAYS

FOR THE YEAR 1903.

Sanctioned by Government under Section 25 of Act XXVI of 1881, entitled the "Negotiable Instruments' Act, 1881":—

New Year	1st January	Thursday	1 Day.
Coronation Holiday	2nd January	Friday	1 ,,
Maha Shivaratri	25th February	Wednesday	1 ,,
Holi	13th March	Friday	1 ,,
Jamshedi Naoroz	21st March	Saturday	1 ,,
Ramnavami	6th April	Monday	1 ,,
Mohurrum	9th April	Thursday	1 ,,
Easter	10th, 11th & 13th April	Good-Friday, Saturday, and Monday	3 Days
Birthday of His Majesty the King-Emperor	(Such day as may be fixed by the Governor-General in Council.)		
Cocoanut Day	7th August	Friday	1 Day.
Gokul-Astami	15th August	Saturday	1 ,,
Ganesh-Chaturthi.	26th August	Wednesday	1 ,,
Parsee New Year.	14th and 15th September	Monday & Tuesday.	2 Days.
Khordadsal	21st September	Monday	1 Day.
Dussera	1st October	Thursday	1 ,,
Devali	20th & 21st Oct.	Tuesday & Wednesday	2 Days.
Christmas	24th, 25th, and 26th December	Thursday, Friday and Saturday	3 Days.
New Year	*31st December*	Thursday	1 Day.

Note.—Good-Friday, Christmas Day, and New Year's Day are holidays under the Negotiable Instruments' Act, but are included in the above list.

HOLIDAYS UNDER CHARTER-PARTIES

FOR THE YEAR 1903.

In accordance with the Resolution passed at a General Meeting of the Chamber of Commerce, held on the 22nd July 1881, the Committee of the Chamber beg to inform the Public that the following days have been fixed by them to be Holidays under Charter-Parties for the year 1903 :—

New Year	1st January	Thursday	1 Day.
Coronation Holiday	2nd January	Friday	1 ,,
Holi	13th March	Friday	1 ,,
Ramnavami	6th April	Monday	1 ,,
Mohurrum	9th April	Thursday	1 ,,
Easter	10th April	Good-Friday	1 ,,
Birthday of His Majesty the King-Emperor	(Such day as may be fixed by the Governor-General in Council)		1 ,,
Cocoanut Day	7th August	Friday	1 ,,
Gokul Ashtami	15th August	Saturday	1 ,,
Ganesh-Chaturthi.	26th August	Wednesday	1 ,,
Parsee New Year.	15th September	Tuesday	1 ,,
Dussera	1st October	Thursday	1 ,,
Devali	20th October	Tuesday	1 ,,
Christmas	25th December	Friday	1 ,,

By order of the Committee,
FREDERICK NOEL-PATON,
Secretary.

BOMBAY, *8th January* 1903.

RULES AND REGULATIONS

OF THE

Bombay Chamber of Commerce.

Note.—The following Resolution was adopted at the annual General Meeting of the Chamber held 11th March 1903:—"That the Rules and Regulations of the Bombay Chamber of Commerce be amended to read as follows, and that for the better guidance of Members the alterations and additions be shown in italics in the Report for 1902."

I. The object and duties of the Chamber shall be to encourage a friendly feeling and unanimity among commercial men on all subjects involving their common good; to promote and protect the general mercantile interests of this Presidency; to collect and classify information on all matters of general commercial interest; to obtain the removal, as far as such a Society can, of all acknowledged grievances affecting merchants as a body, or mercantile interests in general; to receive and decide references on matters of usage and custom in dispute, recording such decisions for future guidance, and by this and *such* other means, *as the Committee for the time being may think fit*, assisting to form a code of practice for simplifying and facilitating business; to communicate with the public authorities, with similar Associations in other places, and with individuals on all subjects of general mercantile interest; and to arbitrate between parties willing to refer to, and abide by, the judgment of the Chamber.

II. All persons engaged or interested in mercantile pursuits desirous of joining the Chamber, and disposed to aid in carrying into effect the objects of the same, shall be admitted Members by the vote of a majority of not less than two-thirds of those voting at a General Meeting, as provided for in Rule III.; the names of candidates with their proposers and seconders to be circulated to Members three clear days before the meeting; or by a majority of two-thirds of the votes taken by ballot in the rooms of the Chamber at which at least one-fourth of the Members of the Chamber have registered their votes. The ballot to take place after seven clear days' notice to the Members stating the names of the candidates proposed with their proposers and seconders, and the ballot shall remain open at least three clear days.

The voting for an election to membership, if done at a General Meeting, shall be done by ballot, and in all voting for election to membership, whether done at a General Meeting or otherwise, the presence in the ballot of black balls in the proportion of one in six votes shall exclude.

III. One-fourth of the firms constituting the Chamber shall be held sufficient to form any General Meeting when the same has been regularly called together, but if within 15 minutes from the time appointed for the meeting the quorum is not present the meeting shall be adjourned to such time on the following day or on such other day as the members present may determine. If at such adjourned meeting the quorum is not present those members who are present shall be the quorum and may transact the business for which the meeting was called—one partner representing a firm; but two or more partners of one firm being present only to count as one Member of the Chamber. That seven clear days' notice shall be given before any resolution proposing changes in the Rules of the Chamber be brought forward, and that such notice be given in writing to the Secretary, who shall circulate it for the information of the Members of the Chamber.

IV. The Chamber reserves to itself the right of expulsion in case of need, to be decided at a General Meeting by a majority of three-fourths of the Members present at such General Meeting duly convened.

V. The subscription of each firm or Member of the Chamber shall be Rs. 15 per month, and the charge for a copy of each of the publications to Members be Rs. 20 per mensem.

VI. The affairs and funds of the Association shall be managed by a Committee of nine ordinary Members, consisting of the Chairman and Deputy Chairman of the Chamber and seven Members; and in the event of the elected representative of the Chamber in the Legislative Council of His Excellency the Governor in Council not being a Member of the Committee at the time of his nomination, he shall also be ex-officio a Member of the Committee during his term of office. The Chairman or Deputy Chairman, as the case may be, shall be ex-officio Chairman of the Committee, and in their absence the Committee shall elect their own Chairman. Three to be a quorum.

VII. The following shall be the rules with respect to the election of the Committee :—

1. The Committee shall consist of nine ordinary Members, one of whom shall hold the office of Chairman, and another that of Deputy Chairman of whom the two latter officers shall be elected by ballot. The elected representative of the Chamber in the Legislative Council of the Governor of Bombay shall also be ex-officio a Member of Committee during his term of office.

2. *At or about the end of each Calendar year, but in no case later than the* 31*st of January of the succeeding year, separate ballots for the election of a Chairman and of a Deputy Chairman for that succeeding year shall be held on such different days as the outgoing Committee shall appoint. The election of the Chairman shall take place first. The new Committee shall take office on the first day succeeding the holding of the Annual General Meeting as provided under Rule X and they shall continue to act until the holding of the next Annual General Meeting following.*

3. In order that the various interests connected with the Chamber may be fully represented on the Committee, there shall be at least four Mercantile Members, and it is desirable that the remainder should severally represent the Banking, Railway and Shipping interests.

4. Two members of one Firm should not be on the Committee at the same time.

5. No Member of the Chamber shall give more than one vote for a candidate.

6. The Secretary of the Chamber shall circulate among the Members the names of all the gentlemen who are eligible for election, *as Chairman or Deputy Chairman*, seven clear days before the election takes place.

7. The retiring Committee shall appoint two days for the election of Chairman, and two days for the election of Deputy Chairman, which shall be duly advertised, upon which the balloting shall take place. The ballot-box shall be open from 10 A.M. till 4 P.M. on each day.

8. The voting shall be by papers signed by the Members and deposited in the ballot-box on the days appointed by the Committee.

9. The retiring Committee shall appoint two Scrutineers, who, at 4 P.M. on the second day of each ballot, shall open the box and declare the result.

10. Those who have the largest number of votes for the offices of Chairman and Deputy Chairman, shall be considered duly elected. In the event of the gentleman at the head of the list for the Chairmanship or Deputy Chairmanship refusing to act, or of both refusing to act, there shall be a fresh election for either or both offices.

11. In the event of an equality of votes preventing the due election of either office-bearer, the Members of the Chamber shall vote afresh in the manner above laid down.

12. The remaining Ordinary Members of the Committee shall be nominated by the retiring Committee, in conjunction with the newly elected Chairman and Deputy Chairman; such nomination to be submitted to the Chamber at a General Meeting for confirmation.

13. In the event of a vacancy in the Committee, the remaining Members shall have the power of filling it up, unless it be a vacancy in the Chairmanship which shall in all cases be the subject of a special ballot. A vacancy shall be considered ipso facto to occur if a Member remain absent from Bombay for more than two months.

14. Those eligible for seats on the Committee are partners in firms who are Members, or managers holding powers of attorney; the officers in charge of Banking and Shipping establishments; the representatives of Railways and Joint Stock Companies; and those who are Members in their own right.

VIII. All questions before the Committee shall be decided by a majority, the Chairman having a second or casting vote in case of an equality of voters.

IX. The Committee shall, as a rule, meet at least once in each week, but when there is no business of importance to transact, or

when a public holiday falls on the day on which the ordinary Weekly Meeting would in natural course take place, the Chairman may, in the absence of any objection by a Member or Members of the Committee, postpone the Meeting of the Committee. In no case shall a period longer than twenty-eight consecutive days intervene between successive meetings of the Committee. The proceedings of the Committee shall be recorded in a Minute Book to be kept in the office of the Chamber, and shall be open to the inspection of all Members, subject to such regulations as the Committee may make in this behalf.

X. A General Metting of the Members shall be held at least once in every year for the consideration of the Annual Report of the outgoing Committee as provided under Rule XVII. Such General Meeting shall be called the Annual General Meeting, and it shall be held on the earliest convenient day after the election of the new Chairman and Deputy Chairman as provided under Rule VII (2), *provided that such day shall in no case be later than the* 31*st March and that at least three clear days' notice be given to Members by circular or by advertisement in one or more of the English Newspapers published in Bombay. The Chairman, or in the absence of the Charman then the Deputy Chairman, or in the absence of both these officers, then the Secretary, shall, at the request of the Committee, or within one week of the receipt of a requisition signed by ten or more Members of the Chamber convene a Special General Meeting of the Chamber for the purpose of considering any specific matter relating to the Objects or conduct of the Chamber or Committee. Notice of such Special General Meeting and of the specific matter to be considered shall be given to Members by circular or by advertisement in one or more of the English newspapers published in Bombay. Except in cases of urgency, declared as such by the Committee at least seven clear days' notice shall be given of a Special General Meeting and of the matter to be considered. At the Annual General Meeting or at any Special General Meeting so convened twenty Members entitled to vote shall be a quorum, and any*

matter, saving only an alteration of or an addition to the Rules and Regulations of the Chamber, may be decided by a bare majority of such a quorum.

XI. The Committee are authorised to provide suitable accommodation for the meeting of the Chamber, to pay all expenses of the establishment, *including any requisite legal expenses*, and to control generally the management of the affairs of the Chamber.

XII. All moneys or funds of the Chamber, as received, shall be paid into the hands of the *Secretary* for the time being and the same shall be available by cheques signed by the Chairman or in his absence by the *Deputy* Chairman for the time being, and by one other Member of the Committee. *In the absence of both the Chairman and the Deputy Chairman, cheques shall be signed by two Members of the Committee* and an Auditor shall be appointed by the Members annually to audit the accounts of the Chamber.

XIII. The appointment of a Secretary and the fixing of his salary shall be made and done by the Committee, and it shall be the duty of such Secretary to keep the records and accounts of the Chamber, to collect subscriptions, to conduct correspondence, and to act generally under the directions of the Committee.

XIV. All the proceedings of the Committee shall be subject to approval or otherwise of General Meetings duly convened.

XV. Any stranger engaged or interested in mercantile pursuits visiting the Presidency may be introduced as a visitor by any Member of the Chamber inserting his name in a book to be kept for the purpose, but a residence of two months shall subject him to the rule for the admission of Members.

XVI. Honorary Members.—Gentlemen distinguished for public services, or eminent in commerce and manufactures, may be elected Honorary Members of the Chamber, and as such shall be exempted from paying subscriptions.

XVII. The Committee shall, at each Annual General Meeting, submit a report of the transactions of the last calendar year, together with an Audited Statement of accounts made up to the

end of such year, and copies of such report and such Statement of Accounts shall be circulated to all Members at least seven clear days before the holding of such Annual General Meeting. Copies of the Report may be sent to such of the Chambers of Commerce, at home and abroad, and to such other bodies, authorities, and individuals as may be designated by the Committee for the time being.

XVIII. The foregoing Rules shall be copied into a book, to be kept with the records of the Chamber, they shall be printed, and copies shall be distributed to all Members, and no alteration of or addition to these rules shall be made, save and except by a majority of three-fourths of the Members of the Chamber present at a General Meeting convened by a Notice issued at least seven clear days before the holding of such meeting, and on which the terms of the proposed alterations or additions shall have been clearly set forth.

The following Resolution was adopted at the Annual General Meeting of the Chamber held on 11*th March* 1903 :—

That produce failing due for delivery on a Sunday or on a Charter Party and Shipping Holiday must be delivered on the day previous to the Sunday or the Charter Party and Shipping Holiday as the case may be.

RULES FOR THE ELECTION OF PORT TRUSTEES.

Rules of the Chamber as to the manner in which the Elective Trustees of the Port shall be elected.

1. The names of those who wish to become candidates to be sent in to the Secretary of the Chamber seven clear days before the election takes place.

2. The Committee of the Chamber shall circulate the names of the applicants three clear days before the election.

3. The Committee shall appoint two days, which shall be duly advertised, upon which the balloting shall take place. The ballot-box shall be open from 10 A.M. till 4 P.M. on each day.

4. Votes may be given either in person or through any one duly authorized by a member of the Chamber.

5. The Committee shall appoint a scrutineer who, *with the Secretary* at 4 P.M. on the second day of the ballot, shall open the box and declare the result.

6. The candidates who have the largest number of votes shall be declared duly elected.

7. In the event of an equality of votes preventing the due election of any of the candidates, the members of the Chamber shall vote afresh in the manner above laid down *in respect of the candidates having the equal number of votes.*

8. In the event of a casual vacancy or the temporary absence of a Trustee, the above course shall be followed in the appointment of a substitute.

RULES FOR THE ELECTION OF MUNICIPAL COUNCILLORS.

Rules of the Chamber as to the manner in which the Members of the Municipal Corporation to be appointed by the Chamber in accordance with the City of Bombay Municipal Act III. of 1888, shall be elected.

1. The names of those who wish to become candidates to be sent in to the Secretary of the Chamber seven clear days before the election takes place.

2. The Committee of the Chamber shall circulate the names of the applicants three clear days before the election.

3. The Committee, with the concurrence of the Municipal Commissioner, shall appoint a day, which shall be duly advertised, upon which he balloting shall take place. The ballot-box shall be open from 9 A.M. till 4 P.M. on that day.

4. Votes may be given either in person or through any one duly authorised by a member of the Chamber; but the voting shall be in the manner prescribed for the election of the Chairman and Deputy Chairman of the Chamber.

5. The Committee shall appoint a scrutineer who, *with the Secretary* at 4 P.M. on the day of the ballot, shall open the box and declare the result.

6. The candidates who have the largest number of votes shall be declared duly elected.

7. In the event of an equality of votes preventing the due election of any of the candidates, the members of the Chamber shall vote afresh in the manner above laid down *in respect of the candidates having the equal number of votes.*

8. In the event of a casual vacancy the above course shall be followed in filling the vacancy.

COUNCIL OF THE GOVERNOR OF BOMBAY.

Rules for the election of a representative of the Chamber to be proposed to H. E. the Governor in Council for nomination as an Additional Member of the Council of the Governor of Bombay for the purpose of Making Laws and Regulations, under Section 1 (4) of the Indian Councils Act, 1892, for Bombay, and Notification of the Legislative Department of the Government of Bombay, under date of 30th March 1893.

(1) The election shall be by ballot on such day as the Committee of the Chamber for the time being shall appoint.

(2) Seven clear days' notice of the day fixed shall be given to members by circular or advertisement or both.

(3) A list of the persons eligible for election shall be circulated to members by the Secretary seven clear days before the day of election.

(4) Those eligible for election shall be partners in firms who are Members or Managers holding powers of attorney; the officers in charge of banking and shipping establishments, the representatives of railways and joint-stock companies, and those who are members in their own right.

(5) The voting shall be by papers signed by members and deposited in the ballot-box which shall be placed in the Chamber from 10 a.m. to 4 p.m. of the appointed day.

(6) *A* scrutineer appointed by the Committee shall, *with the Secretary*, open the ballot-box at 4 p.m. on the appointed day and declare the result.

(7) The gentleman who has the largest number of votes shall be declared duly elected; but in the event of an equality of votes for two or more nominees, the Members of the Chamber shall vote afresh in the manner above laid down *in respect of the candidates having the qual number of votes.*

(8) In the event of a casual vacancy the above course shall be followed in electing a nominee to fill the vacancy.

RULES REGARDING GENERAL DISPUTES AND ARBITRATIONS

(Other than those relating to Piece-Goods.)

I. The Chamber, through its Committee, is prepared to arbitrate upon all questions of mercantile interests submitted :—

(1) *either direct from the two parties to the dispute.*

(2) *or from the two surveyors or arbitrators appointed by the two parties to the dispute.*

In (1) *the Chamber, through its Committee, will appoint an Arbitrator. In* (2) *it will appoint an Umpire.*

The Arbitrator or Umpire appointed by the Chamber through its Committee must be a Member of the Chamber.

II. The following fees, to be remitted to the Secretary of the Chamber, together with the application for the appointment of an arbitrator or umpire, will be charged :—

(*a*) *When both parties to the dispute are Members of the Chamber Rs.* 15, *of which Rs.* 5 *will go to funds of the Chamber and Rs.* 10 *to the gentleman appointed by the Chamber.*

(*b*) *When only one party to the dispute is a Member of the Chamber Rs.* 20, *of which Rs.* 5 *will go to the funds of the Chamber and Rs.* 15 *to the gentleman appointed by the Chamber.*

(*c*) *When neither party is a member of the Chamber Rs.* 45, *of which Rs.* 15 *will go to the funds of the Chamber and Rs.* 30 *to the gentleman appointed by the Chamber.*

Note.—In all casses where the dispute is not capable of being decided in the rooms of the Chamber an extra sum of Rs. 5 *will be charged to cover the expenses of the gentleman appointed by the Chamber and will be paid to him.*

III. The Committee of the Chamber reserves the right to charge in special cases, involving much time and trouble, a special fee to be fixed by the Committee.

COMMITTEES OF ARBITRATION.

Seeing it to be desirable that questions affecting the prevailing customs of trade in Bombay should be settled in such a way that the decisions arrived at may be properly recorded, and stand thereafter as precedents to regulate the settlement of similar disputes, it was decided by the Chamber, at a General Meeting held on 3rd August, 1880, to try and institute such a system as it might be hoped would attain this object. References to the Chamber shall be open to all persons; and if any question affecting, or subject to, the custom of the trade of Bombay be submitted, with the mutual consent of those interested, to the Committee of the Chamber, the latter will take it into consideration, and, if they consider it desirable, will appoint a Special Sub-Committee of Arbitration for its settlement under the following Regulations:—

1.—A Sub-Committee shall consist of three members, of whom at least one should belong to the General Committee of the Chamber.

2.—A record book shall be kept in which all details shall be entered both as to the questions in dispute, the decisions of the Committee, &c., &c. This book shall be open to all members of the Chamber.

3.—The Sub-Committee may refer to the General Committee for instructions on any point of difficulty.

4.—With the concurrence of those interested, the Sub-Committee may take counsel's opinion or the evidence of experts, at the expense of the disputants.

5.—The Sub-Committee may decline to express an opinion on the plea that points of law are involved in the case.

6.—A unanimous opinion expressed by the Sub-Committee shall be at once communicated to the parties interested by the General Committee.

7.—Any member of the Sub-Committee dissenting from the conclusion arrived at by the other two may communicate his reasons for dissenting when the Report is handed in to the General Committee.

8.—An opinion given by the Sub-Committee from which dissent is expressed by any of the members shall be reconsidered by the General Committee.

9.—If, out of the General Committee, not less than three members consider that the expression of dissent is justified, the Sub-Committee may be asked to reconsider the case.

10.—If, on reconsideration, the opinion of the Sub-Committee remains unchanged, the decision shall be communicated to the parties interested by the General Committee.

11.—It shall be open to the General Committee to record, in such way as they may consider best, any cases which may be useful as precedents in establishing the custom of the Port.

12.—A fee of Rupees Thirty shall be payable to the Secretary of the Chamber by each of the parties to the Arbitration on filing their case, and shall be distributed as follows:—Rs. 15 to the General Funds of the Chamber, and the remainder equally among the arbitrators.

13.—In a laborious case, involving the taking of evidence and more than two sittings, the fees shall be fixed by the General Committee, and distributed in the proportions above indicated. Any extra expenses incurred shall be borne by the disputants.

RULES FOR SURVEYS AND ARBITRATIONS ON PIECE-GOODS.

As agreed upon with the Native Piece-Goods Merchants' Association, 28th January 1885.

I.—Buyer and seller to have the option of selecting either an European or a Native Surveyor.

II.—The Native Surveyors to be chosen from among the following gentlemen :—

Mr. Madhowjee Thakersey.
" Jivram Vassonji.
" Rowjee Naranjee, of Messrs. Ruttonsey Canji.
" Chaturbhoj Shivjee.
" Purshotum Cooverjee, of Messrs. Tricumdas Purshotum.
" Vithaldas Khetsey, of Messrs. Purshotam Luxmidas.
" Purshotam Govindjee, of Messrs. Damoder Haridas.
" Kalidas Mulchund, of Messrs. Jivram Vussonji.
" Gordhandas Khimji.
" Jaithabhai Valjee.
" Purshotam Govindjee, of Messrs. Purshotam Govindjee & Co.
" Jewraj Dyal, of Messrs Ghella Dayal
" Ragowji Kanji, of Messrs. Muljee Padamsey.
" Valjee Sunderji.
" Hemraj Canji.
" Morarji Veljee.
" Lakhmidas Bhimjee, of Messrs. Bhimjee Rowjee Sons & Co.
" Mathuradas Mowjee, of Messrs. Goculdas Morarji.
" Nafandas Ramjee, of Messrs. Ramjee Lakhmidas.
Rao Saheb Purshotam Oodhowjee, J. P.
Mr. Girdhardas Jaithabhai.
" Laljee Jivraj, of Messrs. Ghella Dayal.
" Hariram Velji.
" Jamsedji Framji Kharas.
" Morarji Kalianji, of Messrs. Morarji Cullianji & Co.

III.—In the event of a dispute between Surveyors, the Surveyors to have the right, with the consent of their principals, to choose any umpire they can agree on.

But in the event of both principals not consenting, or in the event of the Surveyors not being able to agree together on an umpire, then the dispute must be referred to the Special Committee appointed by the Chamber of Commerce for purposes of arbitration.

IV.—This Special Committee will be composed of the following gentlemen or others as the Committee of the Chamber of Commerce for the time being may select :—

Mr. F. A. Reddie Mr. H. E. E. Procter, and Mr. T. W. Birkett, of Messrs. Killick, Nixon & Co.
,, C. H. Armstrong, Mr. E. Comber and Mr. J. A. Lord, of Messrs. Lyon & Co.
,, H. C. Wright of Messrs. Wallace & Co.
,, M. F. Reid, C.I.E., and Mr. S. J. Gillum, of Bombay Company, Limited.
,, D. M. Inglis, Mr. G. M. Wilson and Mr. G. A. Strath, of Messrs. Finlay, Muir & Co.
,, A. Foulkes and Mr. O. G. Owen, of Messrs. Owen & Okell.
,, J. Black, and Mr. G. A. Plimmer, of Messrs. Forbes, Forbes & Co., Ld.
,, H. O. Coates, of Messrs. J. Duxbury & Co., Ld.
,, A. Abercombie and Mr. C. S. Macfadyen, of Messrs. Latham Abercrombie & Co.
,, T. Sharples, of Messrs. Kerr, Tarruck & Co.
,, J. R. Greaves, Mr. H. R. Greaves, Mr A. K. Leslie and Mr. D. K. Seddon, of Messrs. Greaves, Cotton & Co.
,, A. Zygouras, Mr. E. Lambrinudi, Mr. O. Schillizi and Mr. C. G. Nomico, of Messrs. Ralli Brothers.
,, J. Spinner and Mr. H. Kreis, of Messrs. E. Spinner & Co.
,, H. B. Mckerrow, of Messrs. C. Macdonald & Co.
,, F. W. Shaw and Mr. John Pollard, of Messrs. Fleming, SLaw & Co.
The Hon'ble, Mr. J. M. Dick, Mr. D. N. Graham, Mr. W. E. Crum and Mr. L. Barraclough, of Messrs. W. and A. Graham & Co.
Mr. W. Greaves, Mr. F. J. Rome and Mr. W. M. Ross, of Messrs. Ewart Latham & Co.
,, R. Tileman, of Messrs. Schroder, Smidt & Co.
,, F. C. Macrae and Mr. L. B. Ker, of Messrs. Ritchie, Steuart & Co.
,, G. Ostermayer and Mr. H. Heberlein, of Messrs. Ostermayer & Co.
,, F. W. Bickel and Mr. C. Wegmann, of Messrs. Volkart Brothers.
,, C. H. B. Forbes and Mr. W. F. Hamilton, of Messrs. C. H. B. Forbes & Co.
,, J. Fairclough, of Messrs. Ewing & Co.
,, H. Holmes, of Messrs. Gysi & Kleinjung.

V.—The selection of arbitrators from this Special Committee will rest with the Committee of the Chamber of Commerce for the time being, one arbitrator being appointed to decide each appeal.

VI.—The fee for each arbitration will be Rs. 15, of which Rs. 5 to be paid to the Chamber and Rs. 10 to the arbitrator, loser paying, subject to the provisions of the rule following.

VII.—It is to be understood that in the event of it being proved to the satisfaction of Surveyors that the importing house had previously offered an allowance in settlement of the dealer's claim equal to, or more than, the allowance granted by the Surveyors, then the whole cost of the survey shall fall on the dealers. On the other hand, if it be proved to the satisfaction of Surveyors that the dealer had offered to accept an allowance equal to, or less than, the allowance decided on by the said Surveyors, then the whole cost of the survey shall fall on the importing house.

VIII.—The award of the umpire whether chosen by the arbitrators or appointed by the Committee of the Chamber is to be final, and his decision need not necessarily coincide with the opinion of either of the two previous arbitrators.

RULES AND REGULATIONS

FOR THE

MEASUREMENT FOR TONNAGE

of cotton and other goods in bales or packages under the orders of the Bombay Chamber of Commerce.

Adopted at a General Meeting of the Chamber held on 6th March, 1901.

I. Whereas it is expedient to collate and amend the Rules and Regulations for the measurement of goods :

II. All such Rules and Regulations hitherto in force are hereby rescinded and the following are substituted therefor with effect from the 1st April, 1901.

III. In the following Rules and Regulations and in any Orders that may from time to time be issued by the General Committee of the Chamber of Commerce under Rule XVII :—

(*a*) *Measurer* shall mean a measurer appointed by the Committee of the Chamber of Commerce for the purposes of these Rules.

(*b*) *Measurement* shall mean measurement by such measurer.

(*c*) *Shipper* shall mean the person shipping the goods or his representative.

(*d*) *Quay* shall mean a place in the Docks or at one of the Bunders recognised for the regular shipment of goods.

(*e*) *Vessel* shall mean a vessel propelled by sail or steam and not being used for the conveyance of goods from the Quay to another vessel in the Port of Bombay.

(*f*) *Boat* shall mean a vessel, lighter, or craft used for the conveyance of goods from the Quay to a Vessel in the Port of Bombay.

(*g*) *Packages* shall mean a bale, case, barrel, cask, bag or other receptacle subject to measurement.

(*h*) *Consignment* shall mean the whole quantity of one commodity subject to measurement to be shipped by one shipper in one vessel.

(*i*) *Lot* shall mean a package or number of packages forming part of a consignment and presented by one shipper at one time for measurement.

IV. Public Measurers shall be appointed under the authority of the Chamber of Commerce and stationed at the different quays to measure packages.

V. Fees, the amount of which shall from time to time be fixed under the Orders of the General Committee of the Chamber of Commerce, shall be levied in accordance with such Orders on all goods presented for measurement.

VI. No measurements shall be held good except such as are taken by a Measurer and with instruments bearing the stamp of the Chamber of Commerce.

VII. Such instruments shall be supplied and issued to the Measurers by the Chamber of Commerce.

VIII. All instruments shall be submitted to the Secretary of the Chamber of Commerce at intervals to be prescribed by the Committee and a register of such inspections shall be kept.

IX. Measurers shall be responsible for the good order of their instruments and for the prompt return to the Secretary of the Chamber of such as are defective or doubtful.

X. The Chamber's stamp borne by instruments that are found by the Secretary to be defective shall be by him defaced.

XI. Instruments on which the Chamber's stamp has been defaced may be re-stamped under the directions of the Secretary when they are in good order.

XII. Measurers shall give certificates of measurement which must accompany the packages to the vessel and shall furnish the shipper with a copy thereof. This certificate shall show :—

(*a*) The date, hour and place of Measurement.
(*b*) The name of the Shipper.
(*c*) The name of the Vessel.
(*d*) The Port of destination.
(*e*) The number and description of packages.
(*f*) The Marks.
(*g*) The Measurement and in the case of goods shipped by boats
(*h*) The registered number of the boat.
(*i*) The Tindal's name.

XIII. Provided always that the Measurer may withhold or recall such certificate on his having reasonable cause to believe that an irregularity in the matter of shipment has been or is being committed in respect of the goods to which such certificate relates.

XIV. The goods measured shall be alongside the vessel within thirty-six hours after measurement, weather permitting, or the certificate shall be void and the packages shall be re-measured on board, written notice being given by the owner, agent or master of the ship to the shipper and to the Measurer respectively.

XV. Shippers shall as far as possible see that their goods are so arranged for measurement as not to retard the work of the Measurers.

XVI. The Salaries of the Measurers and all other expenses connected with this system of measurement shall be paid by the Chamber of Commerce from the Fee Fund raised under these Rules.

XVII. The Committee of the Chamber of Commerce are hereby authorised to appoint and maintain such staff of measurers and assistants, to fix and to pay such salaries to that staff, to fix and to collect such fees, to issue and from time to time to modify such orders, and to do all other such acts and things as may in their opinion be necessary for the proper and economical working of the system in conformity with the general principles herein laid down.

Orders for the Conduct of Measurement of Goods for Tonnage by Public Measurers in the Port of Bombay.

Issued by the Committee of the Bombay Chamber of Commerce on the 20th March 1901, in pursuance of Section XVII of the Rules and Regulations adopted at a General Meeting of the Chamber held on the 6th March 1901.

(1). All Orders hitherto in force for the governance of Measurers are hereby rescinded and the following are instituted with effect from the 1st April, 1901.

(2). The Measurers shall be in attendance on the Quays to which they are appointed whenever there are goods to be measured. During the busy season Measurers are expected to be on duty early and late.

(3). All Measurement Fees shall be paid to the Measurement Fee Clerk, and no goods shall be measured without the production of the Custom House Pass bearing the endorsement of the said clerk to the effect that the fees have been paid.

(4). The shipper of goods shall, if and when required in writing by the agent, owner or master of the vessel so to do, give notice in writing to the said agent, owner or master of the time when and the place where his goods will be ready for measurement; and the said agent, owner or master shall thereupon notify to the Measurer at what time or times he should, if possible, attend.

(5). The whole of the packages forming a consignment of not more than thirty-two packages must be deposited on the Quay before measurement is taken.

(6). Consignments of more than thirty-two packages may be presented for measurement in lots of not less than thirty-two packages, provided always that each lot as soon as it is measured, is loaded into boats or shipped and that no unmeasured lot is mixed with a measured lot. Provided also that a final lot of less than thirty-two packages, being the complement of a consignment of more than thirty-two packages, may be measured separately.

(7). Shippers failing to have each lot as soon as measured loaded into boats or shipped ; or shippers mixing unmeasured goods with measured goods or permitting them to be mixed; or shippers retarding the work of the Department by failing to move with reasonable promptitude the bales required by the Measurer to be moved for the proper performance of his duties ; or shippers attempting to elude these regulations, any such persons or their representatives may be required by the Measurer to deposit on the Quay the whole complement of their consignment before measurement is taken. In all cases when such requisition is made, the Measurer making it shall briefly report in writing to the Secretary the name of the shipper against whom the goods in respect of which, and the reason for which it has been made.

(8). A measurer withholding or recalling a certificate under Section XIII of the Rules and Regulations adopted on the 6th March 1901 shall likewise briefly report to the Secretary in writing.

(9). No goods shall be measured otherwise than on a quay excepting under the special conditions contemplated under Rule XIV and Order 21.

(10). Each and every package in a lot of packages not of uniform dimensions shall be measured individually. This Rule shall not apply to lots of pressed bales from various presses if the shipper arrange such diverse bales according to their respective dimensions séparately on the quay.

(11). In regard to packages of uniform dimensions, the Measurer shall use his judgment as to the proportion of such goods he should measure ; but such proportion shall in no case be less than five per centum of each lot. Care must be taken by the Measurers that they are not induced to measure packages that do not fairly represent the average.

(12). In no case shall a shipper's man or men be allowed to put the callipers on a package. A peon of the Chamber holding the Callipers may, when standing exactly in front, pull them tight with his hands, but not when standing on one side, nor shall he ever be allowed to pull the Callipers towards his chest or side or to put his shoulder to them.

(13). In measurement for length, care must be taken that the legs of the Callipers touch the ground, and that bales when being measured lie in the same position as when in the press. Measurement of bales for depth and breadth shall be taken on the ends, half the number of bales being measured on the marked end and half on the other end.

MEASUREMENT RULES—AMENDMENT.

(ADOPTED BY COMMITTEE. 1st July 1903.)

A.—Add to Order (16) (which prescribes the fees for various descriptions of goods) an item

(*g*) On Round Timber or Logs, each .....Annas 8.

B.—Insert between Orders (18) and (19) (the latter of which, and those following it, being re-numbered in conformity) the following :—

(19) In respect of Round Timber and Logs, the measurement to be certified, in accordance with Rule XII (*g*), shall be as follows :—

Length in feet and inches: As found with tape.

Breadth : The mean of two measurements taken with calliper at thickest and thinnest portions.

Depth : Ditto ditto ditto.

The certificate shall also show under XII (*a*) not only the time at which the work of measurement was commenced, but the time at which it was completed. On application to the Secretary, supported by evidence of time as here provided, Refund will be made of the difference between the fee as prescribed under Order (16) (*g*), and a charge of Rupees Two for every hour or part of an hour actually occupied in measurement.

By order of the Committee,

FREDERICK NOEL-PATON,

Secretary.

(14). Measurers when measuring pressed bales shall ascertain whether all are from one press or not and under orders (10) and (11) of these orders shall further ascertain how many bales there are from each press and shall give measurement accordingly and show on the certificate the number of bales to which each measurement relates.

(15). In cases where the shipper shall hand to the Measurer a letter from the owner, agent or master of the vessel authorising the Measurer to accept for measurement and calculation of average such packages as the said shipper may reserve for such measurement, the Measurer shall measure the packages so reserved and give certificate on the basis of their measurement, provided that such packages represent not less than five per centum of the entire consignment.

(16). The scale of Measurement fees leviable under Rules V. and XVII. shall be as follows :—

(*a*) On Cotton, Wool, Hemp, Twist (white and coloured), Rags, and waste in pressed bales...pies 3 per bale.

(*b*) On Gunny bales from Calcutta, Hides and Skins, Piece-goods, and all goods not included under (*a*) in packages of diverse dimensions .....anna 1 per package. Subject to a rebate of pies 9 per package on the Measurer's certifying that the lot measured consisted of not less than 32 packages all of uniform dimensions.

(*c*) On goods of any description measured on board a vessel .....anna 1 per package.

(*d*) When the work of the Department admits of such an arrangement the exclusive services of a Measurer for a day may be secured on payment to the Secretary of a fee of Rs. 10.

(*e*) The attendance of a measurer on a Sunday or one of the Charter-Party Holidays when the Docks are closed may be secured on application to the Secretary accompanied by the sum of Rs. 15, which shall be paid by him to the Measurer appointed by him to attend. *The fee of Rs.* 15 *shall cover the services of one measurer for one ship. If two measurers are applied for two fees of Rs.* 15 *must be paid at time of application. If a measurer is required to work on more than one steamer a separate fee of Rs.* 15 *must be paid in respect of each steamer.*

(f) The attendance of a measurer for night duty may be secured in the same manner as above.

(17). All disputes as to the applicability of (c) under Rule XIV shall be referred to the Weather Working Days Committee of the Chamber and the decision of that Committee shall be final. With respect to (c) a refund of pies 6 per package will be made on declaration of the said Committee emitted on the invitation of the Claimant that the state of the weather during the thirty-six hours of grace allowed had been such as to justify the shipper's delay in bringing the goods alongside.

(18). Refund of Measurement Fees in full shall be made in respect of a consignment or portion of a consignment shut out after measurement.

(19). Refund of Measurement Fees shall not be made for any sum less than one Rupee.

(20). All claims for Refund of Measurement Fees shall be made to the Secretary of the Chamber of Commerce who shall allow or disallow such claims in conformity with these Orders, but no Claim for Refund of Measurement Fees shall be allowed unless presented within one month from the date of the sailing of the vessel concerned.

(21). Each Measurer shall keep a Dispute Book and it shall be competent for any shipper or the owner, agent or master of a vessel who disputes the correctness of a measurement given in respect of goods being shipped by him to call for the said Dispute Book, which the Measurer shall produce at once and to enter therein a claim to have the goods in question or any portion of them remeasured. And on the said shippers or the owner, agent or master of a vessel depositing with the Measurer the sum of annas 2 for each package to be remeasured, the Measurer shall at once remeasure such package or packages in such a manner that the shipper or the owner, agent or master of a vessel can see whether the measurement is correctly taken and shall give to the shipper or the owner, agent or master of a vessel a certificate of the measurement so found and write thereon the words "Protested Certificate. Fee Paid Rs....." and the sum so paid. The Measurer shall immediately thereafter forward to the Secretary a statement of the case together with the amount of the Fee received.

Provided that on any of the stations where more than one Measurer are employed the Measurer whose measurements are

Order 23, delete words "as he now writes them from his pocket book."

Order 24. One measurer shall attend in each chowki at 10-30 a.m. for issue of the certificates relating to measurements made on the previous day. Provided that some discretion as to the exact hour of attendance for the purpose stated may be exercised by measurers on stations where the state of the tide greatly affects the work. Certificates not claimed on the day succeeding measurement shall be preserved for one week and shall then be destroyed by the measurer personally. Thereafter a certificate can be obtained only on application to the Secretary with the customary fee of Re. 1 for a duplicate certificate.

disputed shall, immediately after receiving the protest and fee, call another Measurer who shall make the remeasurement in the manner above laid down, shall issue the "Protested certificate" and forward the necessary statement to the Secretary.

(22). Should a shipper demand remeasurement under order (21) and should such remeasurement in the opinion of the Committee show the original measurement not to have been substantially correct, the extra fee of annas 2 per package shall be refunded to the shipper on demand and the case reported to the Committee.

(23). Every measurer shall receive a book of temporary measurement slips together with indelible pencil and carbon paper for making such slips in triplicate. The measurer will retain the first copy and from it write up his certificates as he now writes them from his pocket book; the second copy he will hand to the shippers at the time of measurement and the third to the ship agent's representative on demand.

By order of the Committee,
FREDERICK NOEL-PATON, Secretary.

GENERAL RATES OF COMMISSION.

Table of General Rates of Commission chargeable in Bombay, as revised by the Committee of the Chamber of Commerce, and adopted at the General Meeting held on the 20th June, 1889.

IMPORT, EXPORT, AND GENERAL BUSINESS.

		Per Cent.
1.	On effecting insurance on amount insured	½
2.	On settling insurance losses, whether partial or total, also on procuring return of premium, exclusive of commission on receipt of cash	1
3.	On the sale or purchase of goods of all denominations (except as under)	2½
4.	On purchases of all kinds with the proceeds of goods sold, and on which a commission of 2½ per cent. has been previously charged	1
5.	On the sale or purchase of ships, of opium, and of diamonds, pearls, and jewellery of all descriptions	1
6.	On the sale or purchase of treasure or bullion	1
7.	On the sale or purchase of cattle	5
8.	On goods consigned which are disposed of by auction or sent to a shop, on net proceeds	2½
9.	On goods consigned and afterwards withdrawn, invoice cost.	1
10.	On guaranteeing the responsibility of persons to whom goods are sold on the amount of sale	1
11.	On attending the delivery of contract goods to the Government or individuals...	1
12.	On collecting house rent	1
13.	On sale or purchase of private Bills of Exchange	⅛
14.	On effecting remittances by Bills of Exchange	⅛
15.	On exchanging Government Securities of all descriptions, or investing money therein, and on transferring Government Paper from one constituent to another	¼
16.	On surrendering or depositing in the Treasury Government Securities of all descriptions	¼
17.	On recovering of bonds, or of bills for absentees overdue at the time of their being placed in the possession of the Agent.	1
18.	On debts when a process at law or by arbitration is necessary.	2½
19.	On debts when recovered without process of law or arbitration	2½
20.	On managing the affairs of the estate for an executor or administrator	5
21.	On recovering funds from a bankrupt estate	2½
22.	On guaranteeing bills, bonds or debts in general, by endorsement or otherwise	½

	Per Cent.
23. On bills of exchange returned, noted or protested	¼
24. On granting and cashing letters of credit	1
25. On depositing Government paper as security for constituents.	½

NATIVE CONSIGNMENTS.

26. The recognised rate of commission in England on the sale of consignments from Bombay shall be 2½ per cent., exclusive of brokerage and guarantee, and the same is added to the Scale of Commissions sanctioned by the Chamber.

SHIPPING BUSINESS.

27. On procuring freight	2½
"When the freight is payable in sterling, the Commission shall be calculated on the sterling amount at the following rates for Bank Bills, viz., at the rate for 6 months' sight Bank Bills when the freight is by sailing ships, and at the rate for 3 months' sight Bank Bills when by steamers."	
Brokerage, when actually incurred, shall be considered a legitimate charge in ship's accounts.	
28. On collecting freight	2½
29. On tendering a vessel (if accepted) for the conveyance of troops; on the amount of the charter party	2½
30. On shipping goods of every description on which no commission for the purchase has been charged	1
31. On shipping treasure, bullion, and jewellery	⅛
32. On ship's disbursements when not in funds	1
33. On account of passage-money, whether the same passes through the Agent's hands or not	5
34. For executing orders to Charter or engage Tonnage in Bombay or at outports	2½
35. On realizing Bottomry Bonds or negotiating any loan on *respondentia*	1
36. On landing and re-shipping goods from any vessel in distress, stranded, or wrecked, or on landing or selling by auction damaged goods from any such vessel, and acting as Agent for the Master on behalf of all concerned,—on the declared value of all such goods as may be re-shipped, and on net proceeds of all such goods as may be publicly sold ...	1
If Opium, Indigo, Raw Silk or Silk Goods	½
If Treasure, Precious Stones, or Jewellery	¼
37. On moneys expended, *i.e.*, on all disbursements made in efforts to save Ship or Cargo	2½

Note applicable to Rates of Commission generally.—When the amount on which commission is payable is stated in rupees, the commission shall be calculated in that currency; and when in sterling at the rate provided for under Rule 27 of the General Rates of Commission which fixes the rate "on procuring freight."

SHIP FREIGHT INWARDS TO BOMBAY.
PAYABLE IN BOMBAY.

THE Resolutions passed at the Special General Meeting of the Chamber on the 22nd March, 1871, regulating the payment in Bombay of Freight Inward to Bombay, were, at the General Meeting on the 9th August, 1876, in consequence of the altered condition of Exchange, cancelled as on the 1st January, 1877, from which date payment will be regulated in conformity with the following Resolution :—

> "That the conversion into Indian currency of sterling freight inward to Bombay, payable in Bombay, shall, unless otherwise stipulated, be made at the rate for Bank Bills on London payable on demand ; and that the rate ruling at the close of a mail shall be the rate applicable to such purpose during the subsequent, week."

SHIP FREIGHT OUTWARDS FROM BOMBAY.
PAYABLE IN BOMBAY.

RESOLUTION passed at the Annual General Meeting of the Chamber held on 25th January, 1888 :—" That the resolution passed by the Chamber on 31st October, 1876, regarding ship freight outwards from Bombay, payable in Bombay, be altered as follows :—That freight outward from Bombay, stated in sterling, payable in Bombay (in the absence of any stipulation in the shipping order or charter party to the contrary), shall be converted into Indian currency at the rate for bank bills on London payable on demand ; and that the rate ruling at the close of a mail shall be the rate applicable for bills of lading presented during the subsequent week ; on difference of freight 4½ per cent. as customary in the case of sailing ships and 2½ for steamers being allowed as discount to cover cost of insurance and interest until the due date of the freight."

ANTI-DATING BILLS OF LADING.

RESOLUTION passed at the Special General Meeting of the Chamber on 22nd July, 1881 :—

"That having considered the question of anti-dating bills of lading, either on dock receipts or for goods alongside, the Chamber is of opinion that such a proceeding is open to most serious objections and might involve grave responsibilities."

SHUT-OUT CARGO.

RESOLUTION passed at the Annual General Meeting of the Chamber held on 30th January, 1889 :—

"That the Resolution passed at the Special General Meeting of the Chamber on 22nd July, 1881, respecting shut-out cargo, be amended as follows :—That in cases when shipping orders have been issued without any special stipulation in respect of shut-out cargo, the shipper, provided he has fulfilled the terms of his shipping order, shall have the right to demand a fresh shipping order in the first going vessel for the same port from the agent of the vessel that has failed to take in his cargo, and shall also be entitled to recover any losses and additional expenses which he may have incurred through his cargo being shut-out. If the agent declines or omits to grant this, the shipper should himself have the power to engage the necessary tonnage, and to claim on the said agent for any difference in freight or other expense to which he may have been put."

DETENTION OF CARGO BOATS ALONGSIDE VESSELS.

RESOLUTION passed at the Special General Meeting of the Chamber on 22nd July, 1881 :—

"That while recognizing the grievance which exists, the Chamber is unable to recommend a remedy that would be mutually satisfactory to those interested."

TONNAGE SCALE AT BOMBAY.

OLD SCALE.

STEAMERS.

At the Annual General Meeting of the Members of the Bombay Chamber of Commerce, held on Tuesday, 8th October, 1872, it was proposed by G. A. Kittredge, Esq., of Messrs. Stearns, Hobart & Co., seconded by Thomas Wilson, Esq., of Messrs. Antrobus & Co., and carried unanimously :—"That the subjoined Scale and the accompanying Rules be taken to regulate the steamer trade from Bombay and the Malabar Coast to the United Kingdom and the Continental Ports in Europe, in the absence of special agreement to the contrary" :—

1. That the Tonnage Scale for steamers shall be on the basis of 40 cubic feet and 16 cwt. dead weight to the ton.
2. That Hides and Skins, whether in bales or bundles, be taken by measurement and not by weight.
3. That Oil be taken on the outside measurement of the cask.
4. That when Freight is payable on weight, the same is to be on the net weight delivered.
5. That these Rules and the subjoined Scale come into force for steamers from this date—Tuesday, 8th October, 1872.

SHIPS.

At a General Meeting of merchants held in the offices of the Chamber of Commerce, Bombay, on the 6th of June, 1856, convened by Circular under the direction of the Committee of the Chamber, William Forsyth Hunter, Esq., Chairman of the Chamber, in the chair, it was proposed by Henry Scott, Esq., of Messrs. Finlay, Scott & Co., seconded by John Campbell, Esq., of Messrs. Campbell, Mitchell & Co., and unanimously carried :—"That from and after the 1st of January, 1857, the following amended Scale be taken to regulate the Trade from Bombay and the Malabar Coast to the United Kingdom, in the absence of special agreement to the contrary."

Proposed by James Fleming, Esq., of Messrs. W. Nicol & Co., and seconded by William Trevor Roper, Esq., of Messrs. Lawrence & Co., and carried unanimously :—"That the freight on Oil be paid on the full gauge of the cask, ascertained at the port of discharge."

Proposed by Thomas Stock Cowie, Esq., of Messrs. Remington & Co., and seconded by John Parsons, Esq., of Messrs. Cardwell Parsons & Co., and carried unanimously :—"That when freight is, payable on weight, the same is to be on the net weight delivered."

(Sd.) W. F. HUNTER, *Chairman.*

At the General Meeting of the Bombay Chamber of Commerce, held on 22nd July, 1881, the following Resolutions were passed :—

I. That the subject of the revision of the Tonnage Scale be laid before the next General Meeting, so that any member desiring the re-measurement of any particular article of export may have an opportunity of bringing forward his proposal by resolution.

II. That the General Committee be authorized to add new articles to the Tonnage Scale after testing them, notice being given to members by circular, and to the public by advertisement, of the time and place of such testing, and that such additions, before being formally entered in the Tonnage Scale, shall be sanctioned at a General Meeting of the Chamber.

III. That in any revision of the Tonnage Scale, which might be decided on by the Chamber, or any addition thereto, the present basis for ship and steamer tonnage shall be adhered to.

NEW SCALE.

At a General Meeting of the Bombay Chamber of Commerce, held on 20th of July, 1883, the following Resolution was passed :—

That Rule I. prefixed to the Tonnage Scale be cancelled, and the following rule be substituted :—That the Tonnage Scale for steamers shall be on the basis of 40 cubic feet to the ton but in no case to exceed 20 cwt. dead-weight.

The Tonnage Scale of the Bombay Chamber of Commerce up to 1901 consisted of three columns, namely, in the first column "Steamers, old scale," as established under the rules adopted at the General Meeting held on 8th October 1872, and under Rules II and III adopted at the General meeting held on the 22nd July 1881: and in the second column, "steamers, new scale" as established under the rules adopted at the General Meeting held on 20th July, 1883, together with the Rules II and III of 1881 aforesaid : and in the third column "ships" as adopted at the General Meeting held on the 6th June 1856. Under the aforesaid Rules II and III of 1881, various alterations of and additions to the tonnage scale had been made from time to time, but the entering of such alterations and additions on the New Scale was not accompanied by removal of the original entry on the old scale. It was, therefore, resolved at the Annual General Meeting held on 12th March 1902, "that the following rates of tonnage hitherto shown upon the old scale, and which are hereby declared obsolete and void, be entirely deleted from the Tonnage Scale :—Bajree in bags, 16 cwt ; Coffee in bags or Frazils, 12 cwt ; Copra in robbins, 8 cwt ; Gram in bags, 15 cwt ; Jovari in bags, 16 cwt ; Lang in bags, 16 cwt ; Mowra flowers, 16 cwt ; Mussor in bags, 16 cwt ; Teel or Gingelly seed, 14 cwt ; Rapeseed, 14 cwt ; Mustard, seed 14 cwt ; Rice in bags, 16 cwt ; Saltpetre, 16 cwt ; Wheat 16 cwt.

ARTICLES.	STEAMERS To the Ton.	SHIPS. To the Ton.
Aloes, in kegs	40 feet.	16 cwt.
Alum, in bags	16 cwt.	20 cwt.
Annato, in cases	40 feet.	50 feet.
Apparel	40 feet.	50 feet.
Arrowroot, in cases	40 feet.	50 feet.
Assafœtida, in cases	40 feet.	50 feet.
Bajree, in bags	18 cwt.	20 cwt.
Barilla...	16 cwt.	20 cwt.
Barley, in bags	15 cwt.	...
† Bran, in bags (pressed)	10 cwt.	...
Do. do. (unpressed)	9 cwt.	...
Bees' Wax, in cases	40 feet.	50 feet.
Betelnut, in bags	13 cwt.	16 cwt.
Blackwood, in straight square logs	40 feet.	50 feet.
Do. otherwise	16 cwt.	20 cwt.
Bone-meal and bone-dust	20 cwt.	20 cwt.
Bone-meal, in bags, (in accordance with the average quality of which a standard is preserved by the Chamber)	20 cwt.	...
*Bones, crushed, in bags (as per Standard A preserved by the Chamber.)	11 cwt.	...
*Do. B Do. do. ...	14 ,,	...
*Do. C Do. do. ...	17 ,,	...
Bones, loose	...	...
Books...	40 feet.	50 feet.
Borax, in cases	40 feet.	50 feet.
Do. in bags	16 cwt.	20 cwt.
Buffalo horns, in bundles	6 cwt.	8 cwt.
Bullion	per cent.	per cent.

* At the annual General Meeting held on 6th March 1901, the following resolution was adopted :—That the following footnote to the item Crushed Bones in the Chamber's Tonnage Scale be added : These standards are for guidance only. In case of disagreement, either shipper or steamer may claim survey by the Chamber which may fix any scale as per standards intermediate or otherwise, and that this alteration be given effect to in the supplements now being printed for publication with the report for the past year. A survey fee of Rs. 30 shall be paid on submission of the case.

† *Note.*—Pressed Bran to be understood as not less than 5 maunds (of 28 lbs.) in a bag of 45½×25 inches.

ARTICLES.	STEAMERS	SHIPS.
	To the Ton.	To the Ton.
Camphor, in cases...	40 feet.	50 feet.
Canes, Rattans, in bundles	13 cwt.	16 cwt.
Cardamoms, in bundles...	40 feet.	50 feet.
Cassia Lignea, Fistula, and Buds... ...	40 feet.	50 feet.
Chasum	8 cwt.	10 cwt.
China Root, in cases	40 feet.	50 feet.
Cigars...	40 feet.	50 feet.
Cinnamon, in bales	...	6 cwt.
Do. in cases	40 feet.	50 feet.
Cloves, in cases	40 feet.	50 feet.
Do. in bags or frazils	8 cwt.	10 cwt.
Coals	...	20 cwt.
Cocoa, in bags	10 cwt.	12 cwt.
Coculus Indicus, in bags	13 cwt.	16 cwt.
Coffee, in cases	40 feet.	50 feet.
Do. in bags or frazils	14 cwt.	16 cwt.
Coir, in bales	40 feet.	50 feet.
Do. in bundles or loose	5 cwt.	6 cwt.
Do. Rope, in coils	40 feet.	8 cwt.
Colocynth, in cases	40 feet.	50 feet.
Colombo Root, in bags	8 cwt.	14 cwt.
Copra, in robbins	8 cwt.	12 cwt.
Do. in bags	...	12 cwt.
Cut Copra, in bags	11 cwt.	...
Coral, Rough (not specimen), in bags ...	16 cwt.	20 cwt.
Cotton Seed... ... ... * ...	13 cwt.	...
Cotton, in bales	40 feet.	50 feet.
Cowries, in cases	40 feet.	50 feet.
Do. in bags	16 cwt.	20 cwt.

* The following resolution was adopted at the Annual General Meeting on 6th March 1901:—That Cotton Seed, cleaned, be for the present omitted from the Chamber's Tonnage Scale, and that this alteration be given effect to in the supplement now being printed for publication with the report for the past year.

ARTICLES.	STEAMERS To the Ton.	SHIPS To the Ton.
Cubebs	10 cwt	12 cwt.
Cummin Seed, in cases	40 feet.	50 feet.
Cutch or Terra Japonica, in bags or baskets, unscrewed...	13 cwt.	16 cwt.
† Cylindrical Packages, Rolls, &c..	40 feet.	40 feet.
Dates, wet	16 cwt.	20 cwt.
Do. dry	13 cwt.	16 cwt.
Dhall, crushed, in bags	17 cwt.	...
Dragon's Blood, in cases	40 feet.	50 feet.
Ebony, square and straight	40 feet.	50 feet
Do. otherwise...	16 cwt.	20 cwt.
Elephants' Teeth, in cases	40 feet.	50 feet.
Do. in bundles	14 cwt.	18 cwt.
Do. loose	16 cwt.	20 cwt.
Fennel Seed...	10 cwt.	...
Fenugreek or Methey Seed	17 cwt.	...
Flour, in bags	18 cwt.	...
Flour, middlings, or sharps, in bags	12 cwt.	...
Furniture	40 feet.	50 feet.
Galingals	10 cwt.	12 cwt.
Galls, in bags	13 cwt.	16 cwt.
Do. in cases	40 feet.	50 feet.
Ginger, dry, in cases	40 feet.	50 feet.
Do. in bags	10 cwt.	12 cwt.
Gram, in bags	17 cwt.	20 cwt.
Groundnuts, shelled	13 cwt.	16 cwt.
Do. unshelled	6 cwt.	8 cwt.
Gums, of all kinds, in cases	40 feet.	50 feet.
Gum Olibanum, in bags...	13 cwt.	16 cwt.

† On and after 1st April 1902, the following formula shall be recognised for the calculation of the cubical contents of cylindrical packages; namely, that the square of the diameter be multiplied into the length and one-fifth deducted from the product (Resolution adopted at Annual General Meeting of the Chamber held on 12th March 1902.)

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Gum (Persian) in double bags	} 17 cwt.	...
Gum (Arabic) ,, ,, ,, ...	}	
Hurtall, in cases	40 feet.	50 feet.
Hemp, in screwed bales	40 feet.	50 feet
Do. loose or in bundles	5 cwt.	7 cwt.
Hides & Skins, in screwed bales	40 feet.	50 feet.
Do. loose & in small bundles	40 feet.	12 cwt.
Horns, Buffalo and Cow, loose	13 cwt.	16 cwt.
Do. Deer, loose	6 cwt.	8 cwt.
Horn Tips, of any kind...	13 cwt.	16 cwt.
Indigo, in cases	40 feet.	50 feet.
Iron, old	20 cwt.	20 cwt.
Iron Rails	20 cwt.	20 cwt.
Jackwood	40 feet.	50 feet.
Jowaree, in bags	18 cwt.	20 cwt.
Lac Dye, in shells or cases	40 feet.	50 feet.
Lang, in bags	18 cwt.	20 cwt.
Do. crushed, in bags	17 cwt.	...
Linseed, in bags	16 cwt.	18 cwt.
Mace, in cases	40 feet.	50 feet.
Maize, in bags	16 cwt.	...
Mother-o'-Pearl, in cases	40 feet.	50 feet.
Do. , in bags...	16 cwt.	20 cwt.
Mowra Flowers	18 cwt.	20 cwt.
Do. Seed, in bags	13 cwt.	16 cwt.
Munjeet or Madder Root, in cases or bales	40 feet.	50 feet.
Do. in bundles or bags	8 cwt.	12 cwt.
Musk, in cases	40 feet.	50 feet.
Mussor, in bags	20 cwt.	20 cwt.
Myrabolams, in bags	13 cwt.	16 cwt.
*Myrabollams, Crushed, in bags	10 cwt.	...
Niger Seed	14 cwt.	17 cwt.

* *At the Annual General Meeting held on 11th March, 1903, it was resolved that the following footnote to the item Crushed Myrabollams in the Chambers Tonnage Scale be added:—*

This standard is for guidance only. In case of disagreement, either shipper or steamer may claim survey by the Chamber which may fix any scale as per standards, intermediate or otherwise, and that this alteration be given effect to in the supplements now being printed for publication with the report for the past year. A Survey fee of Rs. 30 shall be paid on submission of the case.

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Nutmegs, in cases	40 feet.	50 feet.
Nux Vomica, in cases	40 feet.	50 feet.
Do. in bags	13 cwt.	16 wct.
Oil, of any kind, in casks	40 feet.	210 Im. gals.
Do. Cocoanut	11 cwt.	...
Oil Seeds— Castor Seed, known as Bold Cawnpore description	10 cwt.	17 cwt.
Castor Seed, other sorts	13 cwt.	17 cwt.
Oil Seeds— Teel or Gingelly Seed	15 cwt.	...
Rape Seed...	16 cwt.	...
Mustard Seed	16 cwt.	...
Opium...	per chest.	per chest.
Paddy, in bags	13 cwt.	16 cwt.
Pepper, in bags	13 cwt.	16 cwt.
Pimento	12 cwt.	14 cwt.
Plumbago, in bags	16 cwt.	20 cwt.
Pollards, in bags	10 cwt.	...
Poppy Seed, in bags (1½ cwt.)	14 cwt.	17 cwt.
Do. double bags (1½ „)...	13 cwt.	16 cwt.
Poppy Seed, single bags (1¼ cwt.)	14 cwt.	17 cwt.
Do. double bags (1¼ „)	14 cwt.	17 cwt.
Rattans, in bundles	13 cwt.	16 cwt.
Do. Ground	13 cwt.	16 cwt.
Red Wood	13 cwt.	16 cwt.
Rhubarb, in cases	40 feet.	50 feet.
Rice, in bags	18 cwt.	20 cwt.
Safflower, in cases	40 feet.	50 feet.
Do. in screwed bales	40 feet.	50 feet.
Do. in bags	8 cwt.	10 cwt.
Safflower Seed (Kurdai Seed or Kasumba), in bags	13 cwt.	...
Sago, in cases	40 feet.	50 feet.

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Sal Ammoniac, in cases...	40 feet.	50 feet.
Do. in bags	15 cwt.	18 cwt.
Salt	28 Indian maunds of 82⅔ lbs.	28 Indian maunds of 82⅔ lbs.
Saltpetre	20 cwt.	20 cwt.
Sandal and Sapan Wood	11 cwt.	16 cwt.
Sealing Wax, in cases	40 feet.	50 feet.
Senna, in bags	5 cwt.	6 cwt.
Do. in bales	40 feet.	50 feet.
Shells, Rough, in bags	16 cwt.	20 cwt.
Silk, in bales	8 cwt.	10 cwt.
Do. in cases	40 feet.	50 feet.
Soap, in cases	40 feet.	50 feet.
Sugar, in double bags	19 cwt.	20 cwt.
Talc	16 cwt.	20 cwt.
Tallow	40 feet.	50 feet.
Tamarinds	15 cwt.	18 cwt.
Tea, in chests	40 feet.	50 feet.
Timber, Teak: Square Planks and Poon ...	40 feet.	50 feet.
Do. Round, one-fifth off	...	...
Tobacco, in bales	40 feet.	50 feet.
Tortoise Shells, in chests...	40 feet.	50 feet.
Turmeric, in bags...	11 cwt.	13 cwt.
Tutenague	16 cwt.	20 cwt.
Unrated Wood	11 cwt.	14 cwt.
Weed Seed (in bags)	10 cwt.	...
Whanghees (*vide* Canes)	13 cwt.	16 cwt.
Wheat...	18 cwt.	20 cwt.
Wines and Spirits, in casks	40 feet.	50 feet.
Do. in cases	40 feet.	50 feet.
Wool, in screwed bales...	40 feet.	50 feet.
Zedory	16 cwt.	20 cwt.

*** The Standard Ton at Bombay for Measurement Goods shall be taken at 50 cubic feet for ships.

BOMBAY PORT TRUST.

SCALE OF WHARFAGE, CRANAGE, AND OTHER FEES TO BE CHARGED AT PORT TRUST BANDARS.

Sanctioned under Sec. 43, "*Bombay Port Trust Act*, 1879."

See section 30, page 35—Goods landed at or shipped from the Chaupati Mahim and Warli Bandars, and also the Bandars north of Esmael Hubib Bandar, with the exception of the Gunpowder Magazine will be charged half the rates laid down in this table for wharfage and half the rents and extra fees, Basin rents and Scale fees laid down in Sections 2, 3, and 4, page 25 and in Sections 18, 19, and 20, pages 30, 31 and 32.

No. of Item.	Description of Goods.	How charged.	Wharfage Fee. Rs. a. p.
1	Acids	Csse	0 4 0
2	Ærated waters	One doz.	0 0 3
3	Akroots (walnuts)	Package	Measurement.
4	Ale, beer, porter, and cider ...	Hogshead	0 4 0
5	Do. do. in wood.	Kilderkin	0 2 0
6	Do. do. in bottles	1 doz. qts. or 2 doz. pints	0 0 6
7	Do. do. in firkins of 9 gallons.	Firkin	0 1 3
8	Alkali (sajekar)	Ton	0 12 0
9	Almonds...	Do.	0 12 0
10	Aloes, black	Do.	0 12 0
11	Alum (fatki)	Do.	0 8 0
12	Ambasee (dried mango) ...	Do.	0 12 0
13	*Anchors, grapnels, &c., English	Do.	0 8 0
14	* Do. do. country,	Coolie-load	0 0 6
14A	* Do. do. do.	Cart-load	0 6 0
15	Animals—see Live stock. Animals and plants for public gardens in India	.....	Free.
16	Antimony (soorma) ...	Ton	0 12 0
17	Apparel, not accompanying passengers	Package	0 2 0
18	Arrowroot, country	Ton	0 12 0

No. of Item.	Description of Goods.	How charged.	Wharfage Fee. Rs. a. p.
19	Arrowroot, foreign	Case or Package.	Measurement
20	Arsenic	Package.	Do.
21	*Asphalte	Ton.	0 8 0
22	Asafœtida in bulk, fine (Hing).	Do.	2 8 0
23	Do. do. do.	Case or Package.	0 4 0
23A	Do.	Per case or Package weighing not more than 20 lbs.	0 0 9
24	Do. coarse (Hingola) ...	Ton.	0 12 0
25	* Ballast stones...	Boat under 25 tons burden.	1 0 0
26	* Do.	Boat over 25 and up to 50 tons.	2 0 0
27	* Do.	Boat over 50 tons burden.	2 8 0
28	* Bamboos	Regd. ton. of vessel.	0 2 0
29	* Do. tokars by raft ...	One hundred.	0 8 0
30	* Do. and tokars	Cart-load.	0 2 0
31	* Bamboo blinds, in bundle ...	Regd. ton. of vessel.	0 2 0
32	* Do. do.	One hundred bundles	0 8 0
33	* Do. do.	Cart-load.	0 2 0
34	Bangles, country	Package.	0 1 0
35	Do. do.	Cart-load.	0 6 0
36	Do. foreign	Case.	0 2 0
37	Bardans (old gunnies)	Bundle of 25 pieces or part thereof.	0 0 3
38	* Bark, shemby	Regd. ton. of vessel.	0 6 0
39	* Do. of sorts	Ton	0 12 0
40	* Baskets, cane...	One dozen	0 0 6
41	* Do. Bamboo	Do.	0 0 3
41A	Bayonets	Each	0 2 0
42	Beads, in bags	Bag	0 2 0
43	Do. in cases	Case	0 2 0
44	Bedsteads, country	Each	0 2 0
45	Beef or pork	Tierce	0 4 0
46	Do. do.	Barrel	0 2 0
47	Bees-wax	Package	0 2 0
48	Betel-nut	Ton.	0 9 0
49	Betel-leaves	Package	0 0 6
50	Do.	Cart-load	0 4 0
51	Bhang	Ton	1 4 0
52	Bhat (*paddy*)	Candy of 20 furrahs	0 3 0
	Bicycles and Tricycles	*see foot note at page* liii	
53	Biscuit, ship	Ton	0 12 0
54	Do. in cases	Case	Measurement.
55	Do. in tins	One dozen	0 3 0
56	Billiard tables	Each	5 0 0

No. of Item.	Description of Goods.	How charged.	Wharfage Fee. Rs. a. p.
57	Blood stones	Case or package	0 2 0
58	* Boats (*hodies*)	Each	0 4 0
59	* Boats, jolly	Do.	0 8 0
60	* Boats, muchwas and bullows	Do.	0 8 0
61	Boilers—*see* special rates at p. lxii		
62	* Bones	Ton	0 9 0
63	Books	Case	Measurement.
64	Boots and shoes, English ...	Do.	Do.
65	Do. do. country ...	Bundle or package	0 1 0
66	Borax (un-refined)	Ton	0 12
67	* Bottles, empty	Crate, cask or case over 8 c. ft.	0 2 0
67A	* Do. do.	In packages up to 8 c. ft., per c. ft.	0 0 3
68	* Do. do. loose... ...	Cart-load	0 3 0
69	* Do. do.	Coolie-load	0 0 6
70	* Boxes, country, empty ...	One dozen	0 4 0
71	* Do. unmade, from Malabar Coast	Registered tonnage of cargo boat	0 4 0
72	* Do. do.	Cart-load	0 4 0
73	* Do. horse and cattle, empty. §	Each	0 8 0
74	Bran	Candy of 8 furrahs or 2¼ cwt.	0 1 0
75	Brass leaves—*see* Orsidue ...		
76	Brass of sorts and ware ...	Ton	0 8 0
77	Brass of sorts and ware, when no weight is given	Package.	Measurement.
78	Bricks, bath	Case	0 1 0
79	* Do. and tile, country ...	Regd. ton. of vessel.	0 2 0
80	* Do. do. do.	Cart-load	0 1 0
81	* Do. foreign	Per thousand	1 8 0
82	Brooms	One hundred	0 0 6
83	Bullion, specie, gold and silver ware, and coins, plate, &c....	Box or Package	0 4 0
84	Burroo (*country pens*) ...	Package of 6 c. ft. and under ...	0 1 0
85	Do. do. do. ...	Package over 6 c. ft.	0 2 0
86	* Casks and hogsheads... ...	Each	0 1 0
87	* Do. do. half and quarter.	Do.	0 0 6
87A	* Do. butts, pipes and puncheons	Do.	0 4 0
88	* Cables, chain...	Ton	0 8 0

§ When horses are landed or shipped in boxes, wharfage and cranage fees should be charged only on the horses.

No. of Item.	Description of Goods.	How charged.	Wharfage Fee. Rs. a. p.
89	* Cables hemp	Ton	0 12 0
90	* Cadjans	Regd. ton. of vessel.	0 4 0
91	* Do.	Cart-load	0 4 0
92	Cajoo or cashewnuts	Package	0 2 0
93	Cambay stones...	Case or package	0 2 0
94	Camphor	Ton	1 4 0
95	Candles	Cwt.	0 2 0
96	Canes—*see* Rattans		
97	Canvas	Bale	0 3 0
98	Do.	Bolt	0 0 6
99	* Camphor-wood drawers and boxes	Case	0 4 0
100	Capoor cutchree	Ton	0 12 0
101	Cardamoms	Cwt.	0 2 0
102	Do. bastared—*see* Spices.		
103	Carpets, country	Case or package	0 1 0
104	Carpets, foreign	Case or package	0 4 0
105	* Carriages, four-wheeled ...	Each	4 0 0
106	* Do. two-wheeled ...	,,	3 0 0
107	Cartridges, loaded—*see* under Gunpowder 269 D.		
108	* Carts, country	,,	0 8 0
109	* Cart-wheels	Pair	0 4 0
110	Cassa-ware, white metal ...	Ton	0 8 0
111	Catechu...	Package of 4 c. ft. and under	0 0 6
112	Do.	Package over 4 c. ft.	0 1 0
113	Cement	Ton	0 6 0
114	Chairs, in bundles	Bundle	0 1 0
115	Chairs, loose	Each	0 0 6
116	Chalk	Ton	0 6 0
117	* Charcoal	Regd. ton. of vessel.	0 2 0
118	* Charpoys	Each	0 1 0
119	Cheese, in cases	Case	Measurement.
120	Cheese, loose	Each	0 0 3
121	Chemicals—*see* Drugs and Medicines.		
122	Cheroots and Cigars	Case	Measurement.
123	Chillies, dried	Ton	0 9 0
124	* Chillims for hookas	One thousand	0 1 0
125	China, copper cash	Ton	0 8 0
126	Do. flower pots	Each	0 0 6
127	Do. garden seats	,,	0 2 0
128	Do. preserves and chow-chow.	Case of ½ a doz. and under	0 1 0
129	Do. do. do. ...	Case of over ½ a doz.	0 2 0
130	Do. do. do. ...	Jar or pot	0 0 3
131	Do. roots	Ton	0 12 0

No. of Item.	Description of Goods.	How charged.	Wharfage Fee. Rs. a. p.
132	China and Japan fancy goods.	Case	Measurement.
133	Do. ware in rolls	One doz.	0 2 0
134	Do. white copperware ...	Case	0 3 0
135	Chooney...	Candy of 8 furrahs or 9 Indian maunds.	0 2 0
136	* Chunam, loose	Regd. ton of vessel.	0 2 0
137	* Chunam, in packages ...	Ton	0 8 0
138	* Do. stones	,,	0 4 0
139	* Clay, China and fire ...	,,	0 8 0
140	* Do. country	Regd. ton of vessel.	0 3 0
141	Clay figures	Case	0 2 0
142	Clocks	Case of 8 c. ft. and over	0 8 0
143	Do.	Case of under 8 c. ft.	0 4 0
144	* Coal, coke, cinders, patent fuel, and ashes	Ton	0 1 0
145	* Do. do.	Cart-load	0 1 0
146	* Coal shoots	Each	0 4 0
147	Cocoanuts, loose, when numbers are declared	One thousand	0 2 6
148	Do. when numbers are not declared	Package	0 1 0
149	Cochineal	Cwt.	0 2 0
150	Cocum	Ton	0 12 0
151	Do. oil	Case or pot.	0 4 0
152	Coffee	Ton	0 8 0
153	Do. dross	,,	0 6 0
154	Coins, copper	Box or package	0 1 0
155	Coir, fibre	Ton	0 9 0
156	Do. pressed	Bale	0 1 6
157	Do. rope, cable, cordage and yarn.	Ton	0 9 0
158	Colombo root	,,	0 12 0
159	Confectionery	Case	Measurement.
160	* Coojas or goblets, Muscat.	One hundred	0 4 0
161	Do. do. Goa, common.	,,	0 2 0
162	Coormoora (*parched rice*) ...	Package	0 0 6
163	Coosoomba—*see Safflower.*		
164	* Copper in sheets, slabs, or tiles	Ton	0 8 0
165	Do. ware and wire ...	,,	0 8 0
166	Do. when no weight is given	Package	Measurement.
167	Copperas	Ton.	0 12 0
168	Copra	Do.	0 9 0
169	Coral	Package or box	0 8 0
170	Do. imitation	Case	Measurement.

No. of Item.	Description of Goods.	How charged.	Wharfage Fee. Rs. a. p.
171	Cordage and hawsers, hemp, Europe and Manilla... ...	Ton	0 12 0
172	Coriander seeds	Do.	0 9 0
173	Corks	Bale or case	Measurement
174	Cotton, Raw—		
	(a) Indian pressed bales (3½ cwts. *plus* tare) or doocras of 3 cwts. or under ...	Bale or Doora	0 0 6
	(b) American or other pressed bales of 4 cwts. or over	Bale	0 1 0
	(c) Egyptian or other pressed bales of 6 cwts. or over and unpressed bales or doocras of over 3 cwts ...	Bale or Doora	0 1 6
177	* Cotton screw-jacks	Each	0 0 6
178	Couches and Sofas	Do.	0 2 0
179	Cowries	Ton	0 12 0
180	Crackers, China	Case of over one-half picul of 133 lbs.	0 2 0
181	Do. do.	Case up to one-half picul.	0 1 0
182	Crockery, porcelain, and earthenware.	Crate or hogshead	Measurement.
183	Croton seed (jamalgotee) ...	Ton	0 12 0
184	Cummin seed	Do.	1 4 0
185	Cuppas (mat bags)	One hundred	0 4 0
186	Do. (do.)	Coolie-load	0 0 6
187	Cutlery	Case	Measurement.
188	Dammer	Ton	0 9 0
189	Dates dry	Do.	0 9 0
190	Do. wet	Do.	0 9 0
191	Do. in pots	One doz. pots	0 4 0
192	* Dhooleakar (country soda earth).	Regd. ton. of vessel	0 6 0
193	* Do. part cargo and in begs.	Ton	0 9 0
194	Dhowri flowers	Do.	0 12 0
195	* Dinner cups (leaves) ...	Fifteen hundred	0 6 3
196	* Do. leaves	Do.	0 0 3
197	Dishes, wooden, large	Score	0 1 0

No. of Item.	Description of Goods.	How charged.	Wharfage Fee. Rs. a. p.
198	Dishes, wooden, small ...	Score	0 0 6
199	* Disinfecting powder ...	Ton	0 8 0
200	Dragon's blood	Case	0 2 0
201	Drugs and Medicines, foreign, not enumerated	Case or package	Measurement.
202	Do. do. country, when no weight is given ...	Bag	0 1 0
202A	Do. do. when weight is given	Ton	0 12 0
203	Drums, dubbers, and dubbas ...	one hundred	0 12 0
204	Dyes, country, not enumerated when weight is given ...	Ton	0 12 0
204A	Do. do. when no weight is given	Package	0 1 0
205	Dyes, foreign	Case or package	Measurement.
206	Earthen retorts and pipings for drainage	Ton	0 12 0
207	Earthenware, foreign—see Crockery		
208	* Earthenware, country by cargo boats and coasting vessels	Regd. ton of vessel	0 3 0
208A	* Do. do. when part cargo	Coolie-load	0 0 3
209	* Eggs	Basket or pot	0 0 6
210	Elephants' tusks and Moyes' teeth—see Ivory		...
211	Engines, garden	Each	0 4 0
212	Fans	Case	0 2 0
213	Fat, grease, lard and tallow	Ton	0 12 0
214	Feathers	Case or package	0 2 0
215	Felt	Bale	Measurement.
216	* Firewood	Regd. ton of vessel.	0 2 0
217	* Firewood	Cart-load	0 1 3
218	†* Fish, fresh	Mutchwa or bullow per month.	2 0 0
219	†* Do.	Hody per month	1 0 0
220	†* Do.	Boat manned by 2 men	0 8 0
221	Fish, salted and dried, in Packages.	Ton	0 12 0
222	Do. do. loose ...	Regd. ton. of vessel	0 8 0
223	Do. do. ...	Cart-load	0 4 0
224	Fish tamarind	Keg	0 1 0

† Half these rates will be levied on Fresh Fish landed at the Mahim and Worli and the Sewri Bandars, including the Essa Fuzla and Jackeria Bandars.

No. of Item.	Description of Goods.	How charged.	Wharfage Fee. Rs. a. p.
224A	Fish tamarind	Cask	0 2 0
225	Fish maws	Ton	1 4 0
226	Fishing nets, new	Each	0 2 0
227	Do. tackle	Case	0 2 0
228	Fish roe	Pot or package	0 1 0
229	Flax	Bale	0 2 0
230	Flour except corn-flour and farinaceous preparations in tins (*vide* item 369) ...	Ton... { on Export / „ Import	0 3 0 / 0 4 0
231	Flour in barrels, no weight given	Barrel	0 1 0
232	* Fruits, fresh, foreign ...	Case	0 1 0
233	* Do. do. ...	Barrel	0 1 6
234	* Do. from Zanzibar and Muscat ...	Basket	0 0 6
235	* Do. from Cabul	Large basket or jambil	0 6 0
236	* Do. fresh, country ...	Regd. ton. of vessel	0 2 0
237	* Do. fresh, part cargo ...	Cart-load	0 1 6
238	* Do. country	Coolie-load	0 0 3
239	* Do. dry, not enumerated.	Ton	0 12 6
240	Do. from Europe ...	Case	Measurement.
241	Furniture, not accompanying passengers	„	Do.
242	Gallnuts—*see* Myrabolums ...		
243	Ganja (*Cannabis indica*) ...	Ton	1 4 0
244	Garlic	„	0 12 0
245	Ghee	Ton	0 12 0
246	Ginger, dry (*soonth*)	„	0 8 0
247	* Do. green	Regd. ton of vessel	0 2 0
248	* Do. do. part cargo	Cart-load.	0 1 6
249	Ginger	Coolie-load	0 0 3
250	Glass-ware	Hogshead—	Measurement.
251	Glass, window	Box	0 1 0
252	Do. broken	Package	0 1 0
253	Glue	Ton	1 0 0
254	Goats' hair, loose, in bundles	Bundle or package.	0 0 6
255	Do. pressed ...	Bale	0 1 0
256	Gold leaf—*see* Bullion ...		
257	Do. mock	Box or package	0 1 0
258	Gold and silver lace or jurry	Do.	0 4 0
259	Grain of all kinds, loose and in bags	Per ton of 3 candies. 8 furrahs, or 9 Indian maunds to candy—	
		On Import	0 4 0
		On Export	0 3 0

No. of Item.	Description of Goods.	How charged.	Wharfage Fee. Rs. a. p.
260	* Grass, green	Regd. ton of vessel.	0 2 0
261	* Do.	Cart-load	0 1 0
262	Grass-oil	Case or pot	0 4 0
263	Grinding stones, country ...	Pair	0 0 6
264	Groundnuts	Ton	0 6 0
265	Gums of kinds, not enumerated	„	1 0 0
266	Gunny-pieces and bags ...	Bale	0 3 0
267	Do. do. ...	Half bale	0 1 6
268	Do. do. ...	Bundle of 50 pieces	0 0 9
269	Gunpowder	Case or barrel up to 25 lbs.	0 3 0
269A	Do.	Case or barrel above 25 lbs. and up to 50 lbs.	0 4 6
269B	Do.	Case or barrel above 50 lbs. and up to 100 lbs.	0 6 0
269C	Do.	For every 25 lbs. additional.	0 3 0
	Note.—Gunpowder for Harbour Batteries	Free	Free.
269D	Percussion caps and loaded cartridges	Per cubic foot	0 3 0
270	Guns, large cannons, howitzers, &c.—*see* Millitary stores and arms		
271	Guns, small arms, sporting guns rifles	Each	0 3 0
272	§ Pistols, revolvers, &c. ...	„	0 2 0
273	Haberdashery, millinery, and hosiery	Case	Measurement.
274	Hams, in cases...	„	Do.
275	* Do. loose	Each	0 0 3
276	* Hardware	Ton	0 12 0
277	Do. when no weight is given	Package	Measurement.
278	Harmoniums and Organs—		
	If under 20 cubic feet... ...	Each	0 6 0
	If 20 c. ft. & under 30 c. ft. ...	„	0 9 0
	If 30 „ do. 40 „ ...	„	0 12 0
	If 40 „ do. 50 „ ...	„	1 0 0
	If 50 „ do. 60 „ ...	„	1 10 0
	If 60 „ do. 70 „ ...	„	2 10 0
	If 70 „ do. 80 „ ...	„	4 0 0
	If 80 „ and over	„	5 0 0

§ Sporting rifles, fowling pieces, pistols, revolvers, &c., accompanying Shooting parties or passed between Ship and Shore, for repair or sporting will be exempted from wharfage fees.

No. of Item.	Description of Goods.	How charged.	Wharfage Fee.
			Rs. a. p.
279	Harness and harness requisites	Case	Measurement.
280	Hats and caps—*see* Haberdashery and Millinery.		
281	* Hay and straw	Regd. ton of vessel	0 2 6
282	* Do. pressed...	Bale	0 0 6
283	* Do. in bundles	Cart-load	0 1 0
284	Hemp, loose, in bundles ...	Ton	0 9 0
285	Do. pressed	Bale	0 1 0
286	Hessians	"	0 3 0
287	* Hides, buffalo, &c.	One hundred	0 8 0
288	Honey	Package or pot	0 1 0
289	Hookes (*cocoanut-shells*) ...	Package	0 1 0
290	Horns, buffalo, bullock and deer	Ton	0 12 0
291	Hulwa, in plates	Doz. plates	0 1 0
292	Do. in jambils	Doz. jambils	0 0 6
293	* Husk or chaff for burning bricks	Regd. ton. of vessel	0 2 0
294	* Do. for animals	Candy of 8 furrahs or 2¼ cwt.	0 1 0
295	Ice (small quantities for daily consumption on board to pass free)	Ton	0 8 0
296	Incense—*see* Olibanum ...		
297	Indian condiments	Case	Measurement.
298	Indigo	Ton	1 0 0
299	Ink	Case	0 3 0
300	Do.	Cask	0 4 0
301	Instruments, drawing, mathematical, musical and others not enumerated	Case or package	Measurement.
302	Ironmongery	Ton	0 12 0
303	Do. when no weight is given	Case	Measurement.
304	* Iron, bar, hoop, pig, rod, scraps, sheets, bands, angle, T, old, and steel excepting fagot, keg, spring and octagan steel	Ton	0 6 0
305	*Iron other than the foregoing, including girders, castings, pipes, &c., under 1½ tons weight	"	0 8 0
305A	* Iron, Tanks, *see* Item 495A.		
306	Ivory and elephant tusk ...	Cwt.	0 2 0
307	Do. ware	Package	0 4 0
308	Jaggery	Ton	0 6 0

No. of Item.	Description of Goods.	How charged.	Wharfage Fee. Rs. a. p.
309	Jars, fancy, large, China and Japan	Each	0 1 0
310	Do. common	One hundred	1 8 0
311	Jewellery and in trinkets ...	Box or package	0 8 0
312	Jewellery and trinkets, imitation	Case or package	0 2 0
313	Jute, raw, loose...	Ton	0 9 0
314	Do. pressed	Bale	0 1 0
315	Kegs	One doz.	0 2 0
316	Khootwood	Ton	0 12 0
317	Kuskus for taties	Package	0 1 0
318	Kerosine oil	Case of 8 Imp. gals.	0 0 6
319	Lac	Ton	1 0 0
320	Lac-dye	Package	0 2 0
321	Lavender flowers	Do.	0 1 0
322	Lanterns, country	One doz.	0 0 6
323	Lead, pig, piping, sheets and rolls	Ton	0 8 0
324	Do. black, white, and red ...	Do.	0 12 0
325	Do. shot	Do.	0 12 0
326	Leather, country	Bundle of 25	0 2 0
327	Do. Foreign	Case or package	Measurement.
328	Liquorice-root	Ton	0 12 0
329	Liquors, foreign and country—*see* Spirits		
330	* Live-stock—		
A	Cows and buffaloes ...	Each	0 4 0
B	Calves and pigs	Do.	0 2 0
C	Dogs and Monkeys... ...	Do.	0 1 0
D	Donkeys	Do.	0 8 0
E	Deer...	Do.	0 2 0
F	Elephants	Do.	2 0 0
G	Fowls and ducks	One doz.	0 1 6
H	Goats and sheep	Each	0 1 0
I	Do. do.	Per 100	1 8 0
J	Horses—*see footnote to item No.* 73	Each	1 0 0
K	Mules	Do.	0 12 0
L	Pigeons, quails and partridges	One doz.	0 1 0
M	Turkeys and geese... ...	Do.	0 2 0
N	Tigers, bears, and other wild animals	Each	2 0 0
O	Other small birds	Free	
P	Small birds or animals as pets, such as cats, monkeys, &c., in charge of the owner ...	Do.	

No. of Item.	Description of Goods.	How charged.	Wharfage Fee.
331	Luggage of European sailors, ship captains, naval officers members of the water police, and preventive officers while proceeding on or off duty on board	Free	
332	* Passengers' luggage... ...	Do.	
333	Do. do. brought by native coolies	Do.	
334	Madder or munjeet	Ton	0 12 0
335	* Marble and marble slabs ...	Do.	0 12 0
336	Marking-nuts (*bellama*) ...	Package	Measurement.
337	* Masts of muchwas and padows	Each	0 1 0
338	* Do. of buggalows, cottias, and pattimars	Do.	0 2 0
339	Matches, English	Case	Measurement.
340	Do. country (*dewasali*) ...	Bundle	0 0 6
341	Mats, of sort, foreign	Package of 50	0 1 6
342	Do. country	Do. of 100	0 2 0
343	Do. Cane	Roll of 25	0 2 0
344	Machinery—*see* special rates at page lxii		
345	Matting. coir	Roll	0 1 0
346	Do. rolls of coir carpet ...	Do.	0 2 0
347	Medicine—*see* Drugs		
348	Metals, not enumerated ...	Ton	0 8 0
349	* Mill & foundation stones ...	Ton	0 8 0
350	Millinery—*see* Haberdashery...		
351	Molasses and treacle	Do.	0 12 0
352	Mother-o'-pearl shells	Do.	1 0 0
353	Military stores (other than arms) equipments not enumerated	Ton	0 12 0
354	Do. do. when no weight is given	Case	Measurement.
355	Mineral waters	Case or cask	0 1 0
355A	Motor Cars and all 4-wheeled Motor Cycles	Each.	4 0 0
355B	Motor Bicycles or Tricycles ...	,,	3 0 0
356	Mowra and mowra flowers ...	Ton	0 6 0
357	Myrabolams	Do.	0 6 0
358	Myrrh	Do.	1 4 0
359	Nails, of sorts	Do.	0 8 0
360	Naptha	Per 10 Gallons or Part of 10 Gallons	0 1 0
361	Nowsagar—*see Salamoniac* ...		

No. of Item.	Description of Goods.	How charged.	Wharfage Fee.
			Rs. a. p.
362	Nux vomica	Ton	0 12 0
363	Oars, country	One doz.	0 1 0
364	Ochre, of kinds	Ton	0 8 0
365	Oils, linseed, castor and other vegetable...	10 Gallons or part of 10 Gallons	0 1 0
366	Do. do. do. when in casks	Ton	0 12 0
367	Do. perfumed, of sorts ...	Case or pot	0 4 0
368	Oil-cake	Ton	0 9 0
369	Oilman's stores...	Case	Measurement.
370	Olibanum	Ton	0 12 0
371	Opium	Chest of 140 lbs.	1 0 0
372	Do.	Half chest	0 8 0
373	Orsidue or brass leaves ...	Package	0 0 6
374	Overland post parcels... ...	Each	0 0 6
375	Paints, oils	Ton	0 12 0
376	Palanquins and doolies ...	Each	0 8 0
377	Paper, of kinds...	Bale	0 2 0
378	Papudkhar (*country soda*) ...	Ton	0 9 0
379	Parafine and petroleum—*see* Kerosine		
380	Patch leaves	Case	0 2 0
381	Pearls	Box or package	0 8 0
382	Do. imitation	Do.	0 2 0
383	Pepper of kinds and pepper roots	Ton	1 4 0
	Percussion caps—*see* under Gunpowder, 269D		
384	Perfumery hair oils, pomades, &c., unenumerated	Case	Measurement.
385	Pianofortes	Each	2 0 0
386	Piece-goods, cotton	Bale	0 1 0
387	Do. silk, silkthread and velvet...	Do.	0 6 0
388	Do. cotton and silk, large bales	Do.	0 6 0
389	Do. and woollens... ...	Do.	0 2 0
390	Pipes, clay, smoking, common	Case.	0 1 0
391	Pistachio nuts	Ton	1 0 0
392	Pitch	Do.	0 12 0
393	Plants, shrubs, and trees ...	Cart-load	0 4 0
394	Do. do. do. ...	Coolie-load	0 0 6
395	Plants for public Gardens in India	Free	

No. of Item.	Description of Goods.	How charged.	Wharfage Fee. Rs. a. p.
396	Plated-ware—*see* Bullion ...		
397	Plums—*see* Dry-fruits... ...		
398	Porcelain—*see* Crockeryware...		
399	Poultry and birds—*see* Live-stock		
400	Powa	Package	0 0 6
401	Precious stones...	Box or package	0 8 0
402	Provisions, fresh, for daily use on board	Free	
403	Do. do. for voyage ..	Coolie-load	0 1 0
404	Padwas	Ton	0 12 0
405	Quicksilver	Bottle	0 2 0
406	Railway plant and materials ...	See special rates at page lxii	
407	* Rafters—see Timber		
408	Rags	Bale or package	0 1 0
409	* Rattans	Ton	0 12 0
410	* Do. Malacca	One doz.	0 1 0
411	* Reeds	Bundle	0 0 6
412	* Do.	Cart-load	0 4 0
413	* Road-metal	Regd. ton. of vessel.	0 2 0
414	Rose-flowers, dried	Ton	0 12 0
415	Rose-water	Case	0 1 6
416	Do.	Carboy	0 0 6
417	Rosin	Ton	0 12 0
418	Saffflowers (Coosoomba) ...	Do.	1 0 0.
419	Saddlery—see Harness and harness requisites.		
420	Sago	Ton	0 12 0
421	Do.	Case or package	Measurement
422	* Sails of buggalows, cotias and pattimars	Each	0 4 0
423	* Do. of padows	Do.	0 2 0
424	* Do. of muchwas	Do.	0 1 0
425	Sallum-misree	Ton	2 8 0
426	Salammoniac	Do.	0 12 0
427	* Salt, country, and rock salt ..	Regd. ton of vessel.	0 2 0
427A	* Do. when part cargo ...	Ton	0 2 0
428	Saltpetre	Do.	0 12 0
429	Samada stones	Do.	0 12 0
430	Samples and trusses	Parcel	0 1 0
431	Do. do.	Case	Measurement.
432	* Sand deposited on wharf ...	Ton	0 2 0
433	* Do. do. on bard ...	Do.	0 1 6
434	Sandalwood	Do.	1 0 0
435	Do. boxes and ware	Package	0 2 0

No. of Item.	Description of Goods.	How charged.	Wharfage Fee. Rs. a. p.
436	Sapanwood	Ton	0 10 0
437	Scinde work	Case or package	0 2 0
438	Seeds, oil, linseed, teel, castor, rape, mustard, niger, poppy, &c.	Ton ... { On Import. „ Export.	0 6 0 0 5 0
439	Seeds, other than oil-seeds not enumerated	Do.	0 12 0
440	Senna leaves	Do.	0 12 0
441	Shark-fins	Ton	1 4 0
442	Sajeera	Ton	0 12 0
443	Shawls, Cashmere and Delhi ...	Case or package.	0 8 0
444	Do. Europe	Do.	Measurement.
445	Shalls, in cases, unenumerated..	Do.	0 2 0
446	Do. loose and in bags unenumerated	Ton	0 12 0
447	Shellac	Do.	1 0 0
448	Shikakai	Do.	0 12 0
449	Shooks, barrel	Each barrel.	0 0 6
450	Silk, raw, spun, twist, and waste	Case or bale.	0 3 0
451	* Skins, goat and sheep, tanned	Do.	0 2 0
452	* Do. do. untanned ...	Per 50	0 1 0
452A	* Slag, crushed	Ton	0 2 0
453	Soap, perfumed, foreign ...	Case	Measurement.
454	Do. bar do. ...	Do.	Do.
454A	Do. do. foreign when in case under 3 c. ft. ...	Per c. f.	0 0 6
455	Do. country, bar and soft...	Ton	0 12 0
456	Soapnuts	Do.	0 12 0
457	Soda, foreign	Cask or case weighing 1 cwt. or under.	0 1 0
457A	Do. do.	Do. over 1 cwt.	0 2 0
458	Do. country—see Papudkhar.		
459	Supras (winnowing fans) ...	One hundred.	0 2 0
460	Soorungy	Ton	0 12 0
461	* Spelter and solder	Do.	0 8 0
462	Spices—cinnamon, mace, cloves, nutmegs, bastard cardamoms, and other unenumerated (for cardamoms, *see* Special rate.)	Do.	0 10 0
463	Spirits and wines, foreign, in wood	Per Imp. gal.	0 0 2

No. of Item.	Description of Goods.	How charged.	Wharfage Fee. Rs. a. p.
464	Spirits and wines, foreign, in bottles.	1 doz. qts. or 2 doz. pints.	0 1 0
465	Do. country...	Three Imp. gals.	0 0 2
466	Do. beer, porter, &c.—*see* Ale.		
467	Stationery, unenumerated ...	Case	Measurement.
468	Do. do. ...	Cask	Do.
469	Staves, barrel—*see* Shooks ...		
469A	Steam Launches	Each	5 0 0
470	* Steel, fagot, keg, spring and octagan	Ton	0 8 0
471	* Stones, ballast *see* Ballast		
472	* Do. laddy, paving, and sand dressed.	Regd. ton of vessel.	0 2 0
473	* Do. do. do.	Cart-load	0 2 0
474	* Do. do. do. undressed and rough.	Ton	0 2 0
475	* Do. rollers of, large ...	Each	0 4 0
476	Do. do. small ...	Do.	0 2 0
477	* Stoneware, country ...	Cart-load	0 6 0
478	* Do. do. ...	Package	0 1 0
479	* Stores, old marine ...	Cart load	0 4 0
480	* Suffrys for making mat bags.	Do.	0 4 0
481	* Sugar and sugarcandy ...	Ton	0 8 0
482	* Sugar, loaf or chopped ...	Per case under 1 cwt.	Measurement.
483	Do. loaf	Case weighing 1cwt. and over	0 2 0
484	* Sugarcane	Regd. ton of vessel.	0 2 0
485	* Do.	Cart-load.	0 1 6
486	Do.	Per Cooly-load	0 0 3
487	Sulphur	Ton	0 12 0
488	Sweatmeat, natives ...	Case or package	0 2 0
489	Do. do.	Pot or basket	0 0 6
490	Syrup and sherbet	Case.	0 2 0
491	Tallow—*see* Fat		
492	* Tamarind, raw and green ...	Regd. ton. of vessel.	0 2 0
493	* Do. do. do.	Cart-load.	0 1 6
494	Tamarind, raw and green ...	Per cooly-load	0 0 3
495	Do. preserved (ambli) ...	Ton	0 12 0
495A	* Tanks, wooden and iron ...	Each per 40 c. ft.	(80
496	Tar	Ton	0 12 0
497	Tea	Per 15 lbs. or part of 15 lbs.	0 0 6
498	* Tents, double-poled	Each.	1 0 0
499	* Do. single-poled	Do.	0 8 0

133569

No. of Item.	Description of Goods.	How charged.	Wharfage Fee. Rs. a. p.
500	* Tents, rowtees	Each.	0 4 0
501	* Do. bechobas	Do.	0 2 0
502	* Tiles country	Regd. ton. of vessel	0 2 0
503	* Do. do.	Per cart-load	0 1 0
504	Do. flooring, packed ...	Ton	0 12 0
505	* Do. foreign and Mangalore.	Regd. ton. of vessel	0 2 0
506	* Do. do. do.	Per cart-load	0 1 0
507	* Timber, blackwood, ebony, teak, & pine in large squares, planks, and scantlings. †	Ton of 50 c. ft.	0 8 0
508	* Do. bhendy, jungle, and rafters.	Registered tonnage of vessel	0 6 0
509	* Do. rafters, by raft ...	Cart-load	0 4 0
510	* Tin, of kinds	Ton	0 8 0
511	Tin plates	Case	0 0 6
512	Tobacco, country, in leaf, unmanufactured.	Bale	Measurement.
513	Do. foreign, manufactured but not cheroots.	Case	0 2 0
514	Tortoise-shells	Do.	0 e4 0
515	Toys	Do.	Measur ment.
516	Trunks and boxes, country, empty.	Of 6 c. ft. and under each	0 0 6
517	Do. do. do. ...	Of over 6 c. ft. each	0 e1 0
518	Do. do. foreign ...	.....	Measurment.
519	Trunks and boxes, camphor-wood drawers	Each piece	0 4 0
520	Turmeric	Ton	0 12 0
521	Turpentine	Per 10 gallons or part of 10 gallons.	0 1 0
522	Twine, country...	Ton	0 12 0
523	Twist and yarn...	Bale	0 1 0
524	Umbrellas	Case or package	Measurement.
525	Varnish	Do. of 5 gallons.	0 1 0
526	Vegetables, fresh, including Potatoes, Onions, &c.—		
(a)	Coasting Trade ...	Reg'd.-Ton.	0 2 0
		Cart-load	0 1 6
		Cooly-load	0 0 3
(b)	Foreign do. ...	Ton	0 8 0
		Cart-load	0 6 0
529	Vermilion	Ton	0 12 0
530	Do.	Case	0 1 0
531	Vinegar, country	Hogshead or cask	0 2 0
532	Do. do.	Keg, pot or carboy	0 0 6

† On timber removed from one basin to another on the foreshore, no export wharfage fee will be charged.

No. of Item.	Description of Goods.	How charged.	Wharfage Fee. Rs. a. p.
533	Wines, liquors, &c.—*see* Spirits.		
534	Wire, of sorts, not enumerated	Ton	0 12 0
535	Do. when no weight is given.	Case	Measurement.
536	Wool, Berlin—*see* Harberdashery.		
537	Do. raw, unpressed... ...	Bale up to 1½ cwt.	0 2 0
537A	Do. do. do. ...	Do. or docra up to 3 cwt.	0 3 0
538	Do. raw	Do. or bora above 3 cwt.	0 4 0
539	Wool, pressed	Bale. Do.	0 1 0
540	Woollens—see Piece-goods.		
541	Walnuts—see Akroots.		
542	Waste cotton, twist and wool..	Do.	0 0 6
543	Watches, gold and silver ...	Case	0 8 0
544	Do. other than above ...	Do.	0 4 0
545	Whiting...	Ton	0 8 0
546	* Yellow metal sheets ...	Do.	0 8 0
547	* Zinc sheeting...	Do.	0 8 0
	† *Charges for Measurement.*		
	On all goods not enumerated, if in cases, bales, crates or casks, and on all goods specified to be charged for by measurement the rates will be—		
548	If under 4 cubic feet	Package	0 1 0
549	If of 4 and under 6 cubic feet	Do.	0 2 0
550	If of 6 and under 10 cubic feet, ...	Do.	0 2 6
551	If of 10 and under 15 cubic feet.	Do.	0 3 0
552	If of 15 and under 20 cubic feet.	Do.	0 4 0
553	If of 20 and under 30 cubic feet.	Do.	0 6 0
554	If of 30 and under 40 cubic feet.	Do.	0 7 0

† NOTE—Bicycles and tricycles, the personal property of passengers except when first imported from Europe, are exempt from wharfage, fees.

No. of Item.	Description of Goods.	How charged.	Wharfage Fee.
			Rs. a. p.
555	If of 40 and under 50 cubic feet.	Package.	0 8 0
556	If of 50 and under 60 cubic feet.	Do.	0 10 0
557	If of over 60 cubic feet ...	Do.	0 12 0
558	On all goods not enumerated, chargeable by weight, the rate will be—	Ton	0 12 0
558A	On all goods not enumerated chargeable by weight and when weight is not known. ...	Cart-load	0 9 0
558B	Do. do. ...	Cooly-load.	0 0 9
559	All descriptions of packages of goods rated in this table of fees, excepting goods rated at less than 1 anna per package. or rated per c. ft. and excepting gold leaf, bullion, plate, gold and silver watches, ivory, jewellery, opium, perfumed oils, corals, pearls, precious stones, if measuring under 4 c. feet, will be charged ...	Package	0 1 0
560	Provisions and furniture for picnic and excursion parties will be allowed to pass free.		...
561	Four annas will be levied for each duplicate chappa or receipt issued.		
561A	One Rupee will be charged for the issue of a copy of a declaration note of goods imported.		
562	Four registered candies are to be considered equal to one ton, and in grain, &c., 3 candies of 9 Indian maunds each ...		

Tonnage Fees and Basin Rents.

1. Cargo boats and barges coming alongside the Port Trust wharves or into the Port Trust basins to discharge or receive cargo will be charged 6 pies per registered ton or part of a ton per month or part of a month, subject to a minimum charge of 4 annas.

Ferry and Coasting Steamers up to 185 feet long coming alongside the wharf for embarking or disembarking passengers, each, per month	Rs.	100
Do. do. over 185 feet long do. do. ...	„	125
Ferry and Coasting Steamers up to 185 feet long lying alongside the wharf for embarking or disembarking passengers, or while repairs are being effected, for each day, or part of a day	„	10
Do. do. over 185 feet long do. do. ...	„	15

Para. 1-A.—All square-rigged vessels using the pier at the east end of the Mody Bay South Reclamation will be charged one pie per ton per diem. The minimum charge will be Rs. 25.

Para. 2-B.—All coasting country craft (not square-rigged), cargo boats and barges using the pier will be charged two pies per ton per diem.

Para. 3-C.—The day that a vessel comes alongside and the day she leaves the pier shall be counted as one day.

Para. 4-D.—Vessels will not be charged for Sundays or the holidays enumerated at page lx para 22, when no work is done.

2. Coasting vessels other than steamers, excepting those specified in section 4, arriving at or departing from, any of the Port Trust wharves or basins, will be charged per registered ton Re. 0-1-0.

3. Coasting vessels, with the exception of those shown in the following section, will, for the charge as per preceding section, be allowed to remain at the wharves or in the basins for the purpose of discharging or loading, three days in the case of vessels of 20 tons burden and under and six days in the case of vessels of over 20 tons burden. Any period in excess of those days will be charged for at the rate of 6 pies per ton or part of a ton per day subject to a minimum charge of 8 annas per day for each vessel.

4. Vessels arriving at any of the Port Trust Bandars from the undermentioned ports or from any ports lying within the line of Ken-

nery Island, and to the south of Kalyan, Bhiwndi, or leaving the Port Trust Bandars for the same ports, will be charged half the rates shown in sections 2 and 3, but will only be allowed four free days :—

"Antora, Kalyan, Karanja, Nagotna, Uran, Rewas, Thullajah, Belapur, Chimbur, Mowel, Nowasewa, Pen, Thana, Thull, Bhiwndi, Dharamatar, Mandwa, Oolwa, Panvel, Trombay."

5. Cargo boats, barges and coasting vessels lying alongside any Port Trust wharf, and not discharging freely within two days will be charged 3 pies per ton or part of a ton per day subject to a minimum of 4 annas.

6. Vessels lying empty in the Port Trust basins or alongside the wharves will be charged :—

	Rs.	a.	p.
Coasting vessels, cargo boats and barges above 25 tons ... each per day	0	8	0
Do. do. up to 25 tons ... ,, ,,	0	4	0
Muchwas and jolly boats ... ... ,, ,,	0	2	0
Hodies ... ... ,, ,,	0	1	0

7. Boats engaged for hire in landing and embarking passengers, to include the privilege of carrying cargo to and from the Bandars, will be charged :—

	Rs.	a.	p.
Steam launches ... ... each per month	3	0	0
Jolly boats, bander boats dingees, and muchwas ... ... ,, ,,	1	0	0
Cargo boats ... ... ,, ,,	1	8	0
Bullows ... ... ,, ,,	1	8	0
Hodies ... ... ,, ,,	0	8	0

Ships', Customs', Water Police, Government boats, Yachts, Dubashes', Stevedores', Doctors', and Surveyors' boats ... ... Free.

Hard Fees.

8. Vessels using the Hards at Tank Bandar, and those south of it, for oiling and repairing, will be charged :—

	First day. Rs.	a.	p.	Each succeeding day. Rs.	a.	p.
Bumboats and Jolly boats ... ...each	0	6	0	0	2	0
Tonies ... ... ,,	0	3	0	0	1	6
Boats, from 10 to 15 tons ... ... ,,	0	8	0	0	3	0
Boats, over 15 to 25 tons ... ... ,,	1	0	0	0	6	0
Do. over 25 to 100 tons ... ... ,,	2	0	0	1	0	0
Do. over 100 tons ... ... ,,	4	0	0	2	0	0

The day of arrival only counts as 1 day if arrival is before noon ; the day of departure counts as one day always.

9. Vessels using the Hards north of Tank Bandar for oiling and repairing will be charged :—

		First day.			Each succeeding day.		
		Rs.	a.	p.	Rs.	a.	p.
Tonies	...each	0	1	0	0	0	6
Bumboats and Jolly boats ...	... „	0	2	0	0	1	0
Boats, from 5 to 15 tons ...	... „	0	3	0	0	1	6
Do. over 15 and up to 20 tons	... „	0	5	0	0	2	0
Do. over 20 and up to 30 tons	... „	0	8	0	0	3	0
Do. over 30 and up to 50 tons	... „	1	0	0	0	6	0
Do. over 50 and up to 100 tons	... „	2	0	0	1	0	0
Do. over 100 tons.	... „	3	0	0	1	8	0

The day of arrival only counts as one day if arrival is before noon ; the day of departure counts as one day always.

10. Harbour crafts and barges getting broken up on the Hards will be charged, in addition to wharfage fees for materials removed, per registered ton, Re. 0-2-0.

11. Coasting and country craft, buggalows, cottias, pattimars, and square-rigged vessels getting broken up on the Hards will be charged, in addition to wharfage fees, for materials removed, per registered ton, Re. 0-4-0 for the first 12 months, and for each succeeding 12 months, 8 annas per registered ton.

12. Vessels and timber laid up on the Hards north of the Mazagon Pier will be charged :—

		Rs.	a.	p.
Pattimars, and cottias, ...	...each... per mensem	2	0	0
Cargo boats, barges and gulbuts	... „	1	0	0
Muchwas	... „	0	8	0
Hodies	... „	0	4	0
Timber, for first 12 months or part of 12 months	per ton	0	4	0
Do. on renewal, for every 12 months or part of 12 months	... „	0	8	0

13. Vessels laid up on the Hards south of Mazagon Pier will be charged double the rates in preceding section.

14. Vessels using the slip at Malot Bandar for oiling and repairing will be charged :—

	Rs.	a.	p.
Jolly boats, each per diem	0	8	0
Steam launches, each per diem	1	0	0
Boats other than Jolly boats up to 10 Tons per diem ...	1	8	0
Boats, from 10 to 15 tons each per diem	2	0	0
Do. over 15 to 25 „ „ „	3	0	0
Do. over 25 to 100 „ „ „	4	0	0
Do. over 100 to 150 „ „ „	5	0	0
Do. over 150 tons „ „ „	6	0	0

The day of arrival only counts as one day if arrival is before noon ; the day of departure counts as one day always.

Cranage Fees.

15. These fees will be chargeable as follows :—

		Rs.	a.	p.
Elephants ...	Hand-crane... ... ...each	2	0	0
	Steam-crane ... ... ,,	3	0	0
Horses, included in wharfage.				
Cows and buffaloes ... ... ,,		0	8	0
Calves ,, ,, ... ,,		0	4	0
Mules and donkeys included in wharfage.				
Bale and box goods and other merchandise up to 1½ tons by hand-crane ... ...per ton ...		0	4	0
Do. do. by steam-crane ... ... ,, ...		0	6	0
Metals, machinery, &c., above 1½ tons to 3 tons, by hand-crane ,, ...		0	6	0
Do. do. by steam-crane ... ... ,, ...		0	8	0
Do. do. above 3 to 6 tons, by hand-crane ... ... ,, ...		0	8	0
Do. do. above 6 tons ... ... ,, ...		1	0	0

The above charges, when hand-cranes are used, do not include labour.

16. At Tank Bunder logs of timber by derrick will be charged per cart-load ... ... Re. 0 1 0

Fees for Water.

17. Vessels coming to the Port Trust Bunders for water will be charged :—

	Rs.	a.	p.
Boats, small ... ...each per trip	0	2	0
Cargo boats and barges ... ... ,, ,,	0	4	0
Coasting vessels of 25 tons and under ... ,, ,,	0	8	0
Do. of over 25 and up to 40 tons ... ,, ,,	0	12	0
Do. of over 40 tons ... ... ,, ,,	1	0	0
Steam Barges and Launches ... ... ,, ,,	0	8	0

Vessels that have paid the tonnage fees will be exempted from these charges.

Ships', Customs', Water Police, Government Boats, Yachts, Dubashes, Stevedores', Doctors', and Surveyors' boats ... ... Free.

Rents.

18. All goods marked with an asterisk* will be allowed to remain free of rent as under :—

(1) If on wharf front or wharf roads.	For the day of landing and the day following.	
(2) If in sheds		3 days.
(3) If within Bunder limits 30 feet behind wharf, except at Mazagon Firewood Wharf and at other wharves where the Wharf limits may be less than 30 feet.		5 days.
Ditto at Mazagon Firewood Wharf and at other wharves, as above where the Wharf limits are less than 30 feet, 15 feet behind wharf.		

Days of landing or deposit and of removal count as two days.

Should the goods not be removed within the time prescribed above, rent for space occupied will be charged as under, subject to a minimum area of 31¼ square feet, or $\frac{1}{16}$ of 500 square feet.

In case of	(1)	at Rs. 30	per 500 square feet	per mensem.
Do.	(2)	„ 20	do.	do.
Do.	(3)	„ 15	do.	do.

19. Goods not marked with an asterisk* will be allowed free days as under :—

A.—Goods subject to imperial duty, salt and country spirits on import, and dutiable rice on export, and duty-free piece-goods and yarn will be allowed 7 days free of rent if stored in sheds, or kept 30 feet behind the wharf front.

B.—Free goods, for which importers have to prepare Customs Import or Export Notes, or Port Trust Declaration Notes, will be allowed 5 free days, if in sheds, or 30 feet behind the wharf.

C.—Free goods, from and to free ports which can be passed on the manifest, or Export Shipping Note, will be allowed 3 days, if in sheds, or 30 feet behind wharf front.

D.—Goods on the wharf front will only be allowed free time for the day of arrival or deposit, and for the following day.

Should the goods not be removed within the time prescribed above, extra fees will be levied as under :—

In the cases of A. B. and C. for goods other than cotton.	For every 3 days or part of 3 days one fee at the rate of wharfage to which the goods may be liable.
In the case of D. for goods other than cotton	For every 2 days or part of 2 days one fee at the rate of wharfage to which the goods may be liable.
For cotton in the cases of B. C. and D. when on wharf fronts in sheds or on Bandar limits, 30 feet behind wharf	For every day in excess of the free time. ditto, ditto.

Charges for Scales.

	Rs.	a.	p.
20. Scales for weighment of goods, when placed on the wharf fronts in sheds or on roads, will be charged on account of space occupied per scale per day ...	0	8	0
When placed on any other part of the Bandar, the charge will be per scale per day	0	6	0
Arrangements may be made with the Traffic Manager to have space for scales at a monthly rental.			
No scale fees will be charged at the Colaba Bandars or at the Apollo Reclamation.			
21. Goods, excepting wet dates and jaggery, when re-packed on the Bandars, will be charged per package	0	0	6
Do, wet dates and jaggery per package ...	0	0	3

Arrangements may be made with the Traffic Manager for the renting of space for re-packing operations by the month.

22. In computing the number of days for charging rents and extra fees, the following days will be omitted :—

1.—For goods not liable to Imperial duty ...	Sundays, Christmas Day, New Year's Day, Good Friday, the Sovereign's Birthday, and any Fast or Thanksgiving Day ordered by Government, or any special occasions ordered by the Trustees.
2.—For goods liable to Imperial duty	Same as above, and in addition any other days on which imperial duty may not be received at the Custom House.

23. Warehouse, shed, and ground rents not fixed will be charged at rates to be arranged with the Traffic Manager.

Transhipment.

24. Goods transhipped in any of the Port Trust Basins will be charged half wharfage fees, if due notice of the intention to tranship be previously given.

25. Goods landed for transhipment will, if previous notice be given of the intention to tranship, be charged half wharfage fees on the landing, and half wharfage fees on the re-shipment.

Shut-out Goods.

26. Goods shipped from the Port Trust Bandars, but which may be re-landed in consequence of being shut-out from vessels, will be charged half wharfage fees on the re-landing, and half wharfage fees on the re-shipment.

Work at Nights and on Holidays.

27. The Traffic Manager will, on written application being made, give permission for work at nights and on Sundays, New Year's Day, Christmas Day, Good Friday, the Sovereign's Birthday and any Fast or Thanksgiving Days, ordered by Government within Bandar limits on payment of the following charges :—

	Rs.	a.	p.
For Sunday work, sunrise to sunset	10	0	0
Do. half day, from sunrise to noon, or from noon to sunset	5	0	0
For public holidays (whole or part of a day)	10	0	0
For night work, sunset to midnight	5	0	0
From sunset to sunrise, or for any work between midnight and sunrise.	10	0	0

Should work be carried on without permission being first obtained, double the above rates will be charged.

By Bandar limits (referred to in the first part of this section) is meant such portion of the wharves and land adjoining the wharves set aside for goods in transit where Free days for storage are allowed under sections 18 and 19.

Para. 27.-A—The ordinary charges for work at nights and on holidays will apply with regard to the pier at the east end of Mody Bay South Reclamation, subject in the former case to any regulations that may be made or are in force regarding landing petroleum at night.

Re-landed and Re-packed Goods.

28. Goods shipped from the Trustees' Bandars, if subsequently re-landed for re-packing or re-pressing, will be charged half wharfage fees on the re-landing, and half wharfage fees for the re-shipment.

Note.—Rules 24 and 25 apply only to goods transhipped under Chapter 12 of Sea Customs Act without Import or Export documents.

Vessels put back from Stress of Weather.

29. Vessels that may put back through stress of weather or in distress will, should wharfage fees on the cargoes have been paid before vessels put to sea, be permitted to re-land and re-ship goods, if necessary, on the same terms as goods for transhipment.

31. *Special Rates for Boilers, Machinery, Railway Plant and Materials.*

	Wharfage.
	Rs. a. p.
Up to ¼ of a ton.....	0 6 0
Over ¼ and not exceeding 8 tons.....	0 10 0
„ „ 100 „	1 6 0

Machinery in pieces will be charged by measurement or weight at option of Traffic Officers ; if by measurement, forty cubic feet will be considered a ton.

Railway Siding Fees.

32. For the use of the Railway sidings on Port Trust Estate, other than the Wet Docks Sidings, the following charges will be levied :—

For Salt loaded or unloaded, 3 annas per ton.
„ Coal do. do. 2 do.
„ Grain and Seeds, loaded or unloaded, 3 annas per ton.
„ Firewood, Charcoal, and Timber, Rs. 1¼ per loaded wagon.
„ Cattle, Rs. 1¼ per wagon.
„ State Railway Materials, special rates to be fixed by Trustees, not exceeding 4 annas per ton.
„ all other goods, 4 annas per ton.

Five free days for removal will be allowed for firewood, timber and charcoal, &c., unloaded at the Elphinstone Bridge Sidings. After the free days rent for space occupied as ascertained by measurement will be charged at the Trustees' ordinary rates.

All other goods, unloaded at any of the Railway Sidings referred to in the first part of this Section, will only be allowed one clear day for removal, after which ground rent will become due.

Carts and Cattle Fees.

33. Carts and cattle kept on the Port Trust property (except at Mahim, where the rate will be arranged with the Traffic Manager) will be charged as under :—

Carts—6 annas per month or part of a month. If within Custom's limits 2 annas per night.

Buffaloes—12 annas per month or part of a month.

Bullocks—6 annas per month or part of a month

By order of the Trustees,
F. G. DUMAYNE,
Secretary.

BENGAL CHAMBER OF COMMERCE.

TONNAGE SCHEDULE FOR THE PORT OF CALCUTTA.

ARTICLES.	Cwt. per Ton Nett.	Cubic Feet per Ton.
Aloes, in bags and boxes	20	
Alum, in ditto	20	
Aniseed, in bags	8	
Arrowroot, in cases		50
Arsenic, in bags or cases	20	
Assafœtida in bags and boxes	20	
Apparel, in boxes		50
Bark, in bags	8	
Bees' Wax	20 gross	
Barilla	20	
Betel-nut	20	
Books		50
Borax	20	
Bran	14	
Brimstone	20	
Bullion	at per cent.	
Cake-lac, in bags	16	
Camphor, in cases		50
Cardamoms, in robbins	8	
Cardamoms, in boxes		50
Cassia, in boxes		50
,, bags	12	
Castor Seed	15	
Chillies (dry), in bags	8	
China Root, in bags	11	
,, boxes		50

TONNAGE SCHEDULE FOR THE PORT OF CALCUTTA—(*contd.*)

ARTICLES.	Cwt. per Ton Nett.	Cubic Feet per Ton.
Chiretta, in bales	16	50
Churrah	14	.....
Cigars	.....	50
Cloves, in bags...	8	.....
,, boxes	.....	50
Coals	20	.....
Cochineal	.....	50
Coffee, in bags	18	.....
,, casks	16	.....
Coral, rough	20	.....
Coir, loose and unscrewed	12	.....
Coir, in dholls	10	.....
Copras or Cocoanut Kernel	14	.....
Coriander Seed	12	.....
Cotton, in bales	Actual measurement at 20	50
Cowries	.....	.....
Cummin Seed	8	.....
,, Black	8	.....
Cutch, in bags	18	.....
Cutch, in cases	.....	50 not exceeding 20 cwt. gross.
Dates, wet	20	.....
,, dry	16	.....
Dholl	20	.....
Elephants' Teeth, in bulk	20	.....
Furniture	.....	50
Garlic and Onions	12	.....
Ginger	16	.....

TONNAGE SCHEDULE FOR THE PORT OF CALCUTTA—(*contd.*)

ARTICLES.	Cwt. per Ton Nett.	Cubic Feet per Ton.
Gram	20	.....
Gums, in cases	.....	50
Gunny Bags and Gunny Cloth	.....	50 not exceeding 2240 lbs. gross.
Gunjah	.....	50
Hemp	5 bales not exceeding.	52
Hides, Buffalo or Cow, cured	14 gross	
Hoofs, Horn Shavings and Tips	20	.....
Horns, Cow, Buffalo, or Deer	20	.....
India Rubber, in bags	16	.....
,, cases	.....	50
Indigo	.....	50
Iron	20	.....
Jute	5 bales not exceeding.	52
Jute Cuttings	5 bales not exceeding.	52
Lac Dye	.....	50
Lard	20 gross.	
Linseed	20	.....
Mace	.....	50
Machinery	20	.....
Metals	20	.....
Mathie Seed	18	.....
Myrabolams	16	.....
Molasses	2 puncheons	or 4 bhds.
Mother-o'-Pearl, in bags	20	.....
,, chests...	20	.....
Mowrah Flowers	20	.....
Mowrah Seed	20	.....

TONNAGE SCHEDULE FOR THE PORT OF CALCUTTA—(*contd.*)

ARTICLES.	Cwt. per Ton Nett.	Cubic Feet per Ton.
Munjeet	.....	50
Mustard or Rape Seed	20	.....
Niger Seed	20	.....
Nutmegs, in cases or casks...	.....	50
Nux Vomica	16	.....
Oats	16	.....
Oil in cases	.....	50
,, casks	4 hhds.	
Oil-Seed Cake	20	.....
Opium	per chest.	
Paddy	16	.....
Palmatine, in bags	16	.....
Peas	20	.....
Pepper, Long	12	.....
,, Black	14	.....
Planks and Deals	.....	50
Poppy Seed	20	.....
Putchuck	10	.....
Rags	.....	50
Raw Silk, in bales	10	.....
Rattans, for dunnage	20	.....
Red Wood, ditto	20	.....
Rhea	5 bales not exceeding	52
Rice	20	.....
Rope, in coils	.....	50
Rope, Lines and Twines, in bundles ...	16	.....
Rum, in casks	2 puncheons	or 4 hhds.
Safflower...	5 bales not exceeding	52

TONNAGE SCHEDULE FOR THE PORT OF CALCUTTA—(*contd.*)

ARTICLES.	Cwt. per Ton Nett.	Cubic Feet per Ton.
Sago, in cases	.....	50
Sal-ammoniac, in bags	20	.....
Sal-ammoniac, in boxes	20 gross.	
Saltpetre...	20	.....
Salt	20	.....
Sapan Wood, for dunnage	20	.....
Sealing Wax, in cases	.....	50
Seed-lac, in cases	.....	50
,, bags	16	.....
Senna	.....	50
Shells, rough, in bags	20	.....
Shellac, in cases	.....	50
,, bags	16	.....
Silk Chussum	.....	50
,, Waste	.....	50
Silk Piece-Goods	.....	50
Skins	14 gross.	
Soap, country, in cases	.....	50
,, bags	15	.....
,, bar	20	.....
Stick Lac, in cases	.....	50
,, bags	16	.....
Sugar	20	.....
Tallow, in cases or casks	20 gross.	
Talc	20	.....
Tamarinds, in cases or casks	20 gross.	
Tapioca	.....	50
Tea	.....	50

TONNAGE SCHEDULE FOR THE PORT OF CALCUTTA—*(concld.)*

ARTICLES.	Cwt. per Ton Nett.	Cubic Feet per Ton.
Teel Seed	20	.....
Timber, round	.....	40
,, square...	.....	50
Tincal	20	.....
Tobacco, in bales	5 bales not exceeding	52
Tortoise Shells, in chests	.....	50
Turmeric	16	.....
Wheat	20	.....
Wool	.....	50

Jute, Jute Cuttings, Hemp, Cotton, Safflower, and other articles similarly packed, are screwed in bales varying from 300 *to* 400 *lbs.*

Goods in casks or cases to be calculated at gross weight when paying freight by weight.

That the term "*Dead Weight*" shall be understood to mean the following articles "*only*": Sugar, Saltpetre, Rice, Wheat, Gram, Dholl, Peas, and all Metals.

SCHEDULE OF COMMISSION CHARGES.

Revised and adopted by a Special General Meeting of the Bengal Chamber of Commerce, held on the 26th February 1892—with effect from that date.

1. On the sale, purchase, or shipment of Bullion, Gold Dust, or Coin ... ... 1 per cent.
2. On the purchase (when in funds) or sale of Raw Silk, Silk Piece Goods, Opium, Pearls, Precious Stones, or Jewellery ... ... 2½ „
3. On purchasing ditto when funds are provided by the Agent ... ... 5 „
4. On the sale or purchase of all other goods—the Commission in all cases to be charged upon the gross amount of sales, and in regard to purchases upon both cost and charges ... ... 5 „
5. On returns for Consignments if made in produce .. 2½ „
6. On returns of Consignments if in Bills, Bullion or Treasure ... ... 1 „
7. On accepting Bills against Consignments ... ... 1 „
8. On the sale or purchase of Ships, Factories, Houses, Lands, and all property of a like description ... 2½ „
9. On goods and treasure consigned, and all other property of any description referred to agency for sale, whether advanced upon or otherwise, which shall afterwards be withdrawn ; and on goods consigned for conditional delivery to others and so delivered, on invoice amount at 2*s.* per rupee. ½ com.
10. On making advances or procuring loans of money for Commercial purposes, when the aggregate commission does not exceed 5 per cent.... ... 2½ per cent
11. On ordering or receiving and delivering goods or superintending the fulfilment of contracts or on the shipment of goods where no other commission is derived ... ... 2½ „
12. On guaranteeing Bills, Bonds or other engagements, and on becoming security for administration of Estates, or to Government for the disbursement of public money ... ... 2½ „

13. On *del-credere*, or guaranteeing the due realisation of sales ... ...2½ per cent.

14. On the management of Estates for Executors or Administrators ... ... 2½ „

15. On chartering ships or engaging tonnage for constituents for vessels to proceed to outports for loading ... ... 2½ „

16. On advertising as the Agents for Owners or Commanders of ships for cabin passengers, on the amount of passage money, whether the same shall pass through the Agent's hands or not ... 2½ „

17. On procuring freight for a ship by Shipping Order or Charter, or on procuring employment for a ship on monthly hire, or acting as Agents for Owners, Captains, or Charterers of a vessel, upon the gross amount of freight, brokerage inclusive ... 5 „

18. On engaging Asiatic Emigrants for a ship to the Mauritius, the West Indies, or elsewhere, upon the gross amount of earnings ... ... 5 „

19. On engaging troops for a ship to Great Britain or elsewhere on the gross amount of passage money for rank and file ... ... 2½ „

20. On realising inward freight, inward troop, emigrant, or cabin passage money ... ... 2½ „

21. On landing and re-shipping goods from any vessel in distress, or on landing and selling by auction damaged goods from any such vessel, and acting as Agent for the Master on behalf of all concerned—on the declared value of all such goods as may be re-shipped, and on the net proceeds of all such goods as may be publicly sold ... 2½ to 5 „
If Opium, Indigo, Raw Silk or Silk Piece Goods ... ... 1½ to 2½ „
If Treasure, Precious Stones or Jewellery ¾ to 1 „

22. On effecting Insurances, whether on lives or property ... ... 2½ „

23. On settling Insurance claims, losses and averages of all classes, and on procuring returns of premium ... ... 2½ per cent.

24. On drawing, purchasing, selling, or negotiating Bills of Exchange ... ... 1 „

25. On debts or other claims when a process at law or arbitration is incurred in claiming them ... 2½ „
Or if recovered by such means ... ... 5 „

26. On Bills of Exchange returned dishonoured ... 1 „

27. On collecting house-rent ... ... 2½ „

28. On ship's disbursements ... ... 2½ „

29. On realising Bottomry Bonds, or negotiating any loan on *respondentia* ... ... 2½ „

30. On granting Letters of Credit ... ... 1 „

31. On sale or purchase of Government Securities and Bank or other Joint Stock Shares, and on every exchange or transfer, not by purchase from one class to another ... ... ½ „

32. On delivering up Government Securities and Bank or other Joint Stock Shares, on the market value ... ... ½ „

33. On all amounts debited and credited within the year (less the balance brought forward) upon which no commission, amounting to 5 per cent., has been charged ... ... ½ „

☞ *Brokerage when paid, is to be separately charged.*

COCHIN CHAMBER OF COMMERCE.

TONNAGE SCALE.

Goods.	Packages.	Shipping Ton.
Arrowroot	Cases	50 Cubic feet
Ditto	Bags	16 Cwts. Nett
Bees' Wax	Cases	50 Cubic feet
Ditto	Bags	16 Cwts. Nett
Betel Nut	Do. or Mats	16 do. „
Blackwood	In square Logs	50 Cubic feet
Blackwood otherwise ...	Do. do.	20 Cwts. Nett
Bone Meal	Bags	20 do. „
Cardamoms	Robbins	10 do. „
Ditto	Bags	10 do. „
Ditto	Cases	50 Cubic feet
Cassia	Bales	800 lbs. Nett } 50 Cubic feet
Cinnamon	Do.	800 „ „ }
Ditto	Cases	50 Cubic feet
Citronella Oil..	Cases, Drums or Tanks ...	50 Cubic feet
Cocoanut Oil...	Casks	14 Cwts. Nett
Coculus Indicus	Robbins	14 Cwts. Nett
Ditto	Bags	16 do. „
Coffee	Casks	16 do. „
Ditto	Bags	18 do. „
Ditto	Cases	50 Cubic feet
Coir Yarn and Fibre ...	Pressed Bales	50 do. „
Ditto	Bundles or coils	8 Cwts. Nett
Ditto	Dholls not exceeding 4 lbs.	10 do. „
Coir Matting...	Rolls	50 Cubic feet ; ½ allowed off for the round
Coir Rope	Coils ... „ ...	8 Cwts. Nett
Coir Junk	Pieces.. .. „ ...	12 do. „
Copprah	Robbins	10 do. „
Ditto	In Pressed Bales ...	*50 Cubic feet*
Ditto	Bulk	12 Cwts. Nett
Ditto	Bags	12 do. „

TONNAGE SCALE—(*contd.*)

Goods.	Packages.	Shipping Ton.
Copprah	Bags each cup cut in 4 pieces	14 Cwts. Nett.
Cotton	Pressed Bales	50 Cubic feet
Cowries	Bags or Cases	20 Cwts. Nett
Cutch	Cases	50 Cubic feet
Ditto	Bags or Baskets	16 Cwts. Nett unscrewed
Cinchona	Bales	50 Cubic feet
Elephants' Teeth	Cases	50 do. ,,
Ditto	Bundles	18 Cwts. Nett
Ditto	Loose	20 do. ,,
Fish Oil...	Casks	14 Cwts. Nett
Ginger	Cases	50 Cubic feet
Ditto	Bags	12 Cwts. Nett
Ditto	Casks	8 do. ,,
Gingelly Seed	Bags	20 do. ,,
Gums of all kinds	Cases	50 Cubic feet
Hemp	Screwed Bales	50 do. ,,
Hides	Unpressed	12 Cwts. Nett
Ditto Green...	Do.	20 do. ,,
Ditto Dry	Bales	50 Cubic feet
Horns, Buffalo and Cow..	Loose	16 Cwts. Nett
Ditto Deer	Do.	12 do. ,,
Lemon Grass Oil	Cases, Drums or Tanks ...	50 Cubic feet
Linseed	Bags	18 Cwts. Nett
Mica	Cases	50 Cubic feet
Myrabolams	Bags	16 Cwt. Nett
Nux Vomica...	Robbins	14 do. ,,
Ditto	Bags	16 do. ,,
Nutmegs	Cases	50 Cubic feet
Oil Seeds	Bags	17 Cwts. Nett
Other Oils	Cases, Drums or Tanks ...	50 Cubic feet
Pepper...	Bags	16 Cwts. Nett
Ditto	Robbins	14 do. ,,
Plumbago	Bags or Barrels	20 do. ,,

TONNAGE SCALE—*(concld.)*

Goods.	Packages.	Shipping Ton.
Poonac...	Bundles, bales or bags ...	17 Cwts. Nett
Rice	Bags	20 do. „
Saltpetre	Do.	20 do. „
Sandal and Sapan Wood.	.. ..	13 do. „
Sandalwood Roots... ...	Bags or Bundles	13 do. „
Ditto	Loose	13 do. „
Sugar	Bags	20 do. „
Tallow	Casks and Cases	18 do. „
Tea	Chests	50 Cubic feet
Timber (all kinds) square logs or Planks	... ...	50 do. „
Ditto Round logs ...	... ...	50 do. „
Ditto otherwise	... ...	20 Cwts. Nett
Turmeric	Bags	14 do. „
Wheat	Do.	20 do. „
Ditto	Mooras	18 do. „

Coir Junk, Horns, Oil Breakers, Hides loose, and all Packages not exceeding 56 lb. gross to be taken as broken stowage at half freight.

MADRAS CHAMBER OF COMMERCE.

TONNAGE SCALE.

ARTICLES.	Cwt. per Ton Net.	Cubic Feet per Ton.
Aloes, in bags	20	
Do. in boxes	20	
Alum	20	
Aniseed	8	
Arrowroot, in cases		50
Assafœtida, in bags	20	
Do. in boxes	20	
Apparel		50
Bark, in bags	8	
Barrilla	20	
Bees' Wax	20	
Betelnut	18	
Books		50
Borax or Tincal	20	
Do. in cases		50
Brimstone	20	
Bullion	at per	cent.
Cake Lac, in Bags	16	
Camphor, in cases		50
Cardamoms, in robbins	8	
Do. in boxes		50
Do. in bags	10	
Cassia, all sorts		50
Castor Seed	15	
Chillies, in bags	12	
Do. in robbins	14	
China root, in bags	11	
Do. in boxes		50

TONNAGE SCALE—(*contd.*)

ARTICLES.	Cwt. per Ton Net.	Cubic Feet per Ton.
Chiretta	.....	50
Cigars	.....	50
Cloves, in bags	8	.....
Do. in chests	.....	50
Coals	20	.....
Cochineal...	.....	50
Coffee, in bags	18	.....
Do. in robbins and casks	16	.....
Do. in cases	17	.....
Coir Yarn and Fibre, screwed bales ..	.....	50
Do. in bundles and dholls	10	.....
Coriander Seeds	12	.....
Cotton, in bales	.....	50
Do. in Piece-Goods	.....	50
Cowries	20	.....
Cutch, in bags	17	.....
Dates, wet	20	.....
Do. dry	16	.....
Dholl	20	.....
Elephants' Teeth, in bulk	16	.....
Do. in cases...	.....	50
Fenugreek Seeds	16	.....
Furniture	.....	50
Garlic and Onions	12	.....
Ginger, in bags or bales	12	.....
Do. in cases	.....	50
Gingelly Seed	17	.....
Gram	20	.....
Ground Nuts, in shell	12	.....

TONNAGE SCALE—(*contd.*)

ARTICLES.	Cwt. per Ton Net.	Cubic Feet per Ton.
Ground Nuts shelled	16	.....
Gums, in cases, not enumerated... ...	.....	50
Gunny Bags	.....	50
Do. Cloth	.....	50
Gunjah	.....	50
Hemp, in bales	.....	50
Hides	.....	50
Hoofs, Horn Shavings, and Tips ...	20	.....
Horns, Cow and Buffalo	20	.....
Do. Deer	16	.....
Indigo	.....	50
Jute, in bales	.....	50
Lac Dye...	.....	50
Lard	.....	50
Linseed	18	.....
Mace, in cases	.....	50
Machinery	20	.....
Metals	20	.....
Myrabolams	17	.....
Molasses	20	.....
Mother-o'-Pearl, in bags	20	.....
Do. in chests	20	.....
Munjeet	.....	50
Mustard Seed	18	.....
Niger Seed	17	.....
Nutmegs, in chests	.....	50
Nux Vomica, in bags or cases	16	.....
Oats	12	.....
Oil, in cases	20	.....

TONNAGE SCALE.—(*contd.*)

ARTICLES.	Cwt. per Ton. Net.	Cubic Feet per Ton.
Oil, in casks	210 Imperial Gallons.	
Olibanum	18	.....
Paddy, in bags	15	.....
Pease	20	.....
Pepper, in bags	16	.....
Planks and Deals	.....	50
Poppy Seeds	15	.....
Putchuck	10	.....
Rape Seed	18	.....
Raw Silk, in bales	10	.....
Rattans	20	.....
Redwood for Dunnage	20	.....
Rhea, in bales	.....	50
Rice, in bags	20	.....
Roping, in coils	.....	50
Do. lines and twines, in bundles	14	.....
Do. coir, in coils	10	.....
Rum, in casks	210 Imperial Gallons.	
Safflower, in bales	.....	50
Sago, in cases	.....	50
Sal Ammoniac, in bags	15	.....
Do. in cases	.....	50
Saltpetre	20	.....
Salt	20	.....
Sapan Wood	20	.....
Sharks' Fins	16	.....
Sealing Wax, in cases	.....	50

TONNAGE SCALE.—(*concld.*)

ARTICLES.	Cwt. per Ton. Net.	Cubic Feet per Ton.
Seed Lac, in cases	.....	50
Do. in bags	16	.....
Senna, in bales...	.....	50
Sarsaparilla	.....	50
Shells, rough, in bags	20	.....
Shell Lac, in cases	.....	50
Do. in bags	16	.....
Silk Piece Goods	.....	50
Skins	.....	50
Soap, country in cases	.....	50
Do. in bags	15	.....
Do. in bars	20	.....
Stick Lac, in cases	.....	50
Do. in bags	16	.....
Sugar, including Jaggery in bags ...	20	.....
Tallow, cases or casks	20	.....
Talc	20	.....
Tamarind, in cases or casks	20	.....
Tapioca	.. ...	50
Tea, in chests	.....	50
Timber	.....	50
Tobacco, in bales	.....	50
Tortoiseshell, in chests	.....	50
Turmeric, in bags	14	.....
Wheat	20	.....
Wool, in bales	.....	50
All other articles not enumerated, in bales or cases	.....	50

RULE.

The articles mentioned in the margin are to be measured before shipment, at the press, godown, or on the beach, at the option of the shipper, and the measurement is to be entered on the face of the Bill of Lading. In measuring, the callipers are to take in the rope, or iron hoop, on the one side of the bale, and leave it out on the other. Half inches are to be given and taken alternately Ten bales per cent. as a maximum are to be measured, moiety to be chosen by the shipper and moiety by the ship; and, in the event of any dispute arising, the bales are to be measured by a surveyor, to be appointed by the Chamber of Commerce. The surveyor's decision to be final, and his fee to be five rupees, one half to be borne by each party. All other goods to be measured at port of discharge.

Coir, in Bales.
Cotton.
Gunjah.
Hemp.
Jute.
Munjeet.
Senna Leaf.
Wool.
Sarsaparilla.

J. A. BOYSON,
Chairman of the Chamber of Commerce.

MADRAS, 14*th February*, 1890.

KURRACHEE CHAMBER OF COMMERCE.

TONNAGE SCALE.

1. The Karachi Tonnage Scale for Steamers shall be on the basis of 40 cubic feet to the ton, but in no case to exceed 20 cwt. dead weight except in the case of Salt.

2. The standard ton at Karachi for measurement of goods shall be taken at 50 cubic feet for Ships.

3. The Freight on Oil to be paid on the full gauge of the cask ascertained at the Port of discharge.

4. When Freight is payable on weight, the same is to be on the net weight delivered.

5. When cotton is shipped at a rate per bale, in the absence of special agreement, if the average measurement exceeds 13 feet per bale, the Ship shall be entitled to proportionate extra freight, but in no case shall a Ship be compelled to take bales larger than 14 feet.

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Aloes, in kegs	40 feet.	16 cwt.
Alum, in bags	16 cwt.	20 ,,
Annato, in cases	40 feet.	50 feet.
Apparel	40 ,,	50 ,,
Arrowroot, in cases	40 ,,	50 ,,
Assafœtida, in cases	40 ,,	50 ,,
Bajree, in bags...	18 cwt.	20 cwt.
Barilla	16 ,,	20 ,,
Barley, in bags...	15 ,,	18 ,,

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Bees' Wax, in cases	40 feet.	50 feet.
Betelnut, in bags	13 cwt.	16 cwt.
Blackwood, in straight square logs ...	40 feet.	50 feet.
Do. otherwise	16 cwt.	20 cwt.
Bone meal and Bone dust	20 ,,	20 ,,
Bones, crushed, in Bags†	17 / 15 ,, / 14	20 ,,
Bones, loose	8 ,,	10 ,,
Books	40 feet.	50 feet.
Borax, in cases	40 ,,	50 ,,
Do. in bags	16 cwt.	20 cwt.
*Bran, in bags (pressed)	10 ,,	.....
Bran, in bags (unpressed)	9 ,,	....
Buffalo horns, in bundles	6 ,,	8 cwt.
Bullion	per cent.	per cent.
Camphor, in cases	40 feet.	50 feet.
Canes or Rattans, in bundles	13 cwt.	16 cwt.
Cardamoms, in bundles	40 feet.	50 feet.
Cassia Lignea, Fistula and Buds... ...	40 ,,	50 ,,
Chasum	8 cwt.	10 cwt.
China Root, in cases	40 feet.	50 feet.
Cigars	40 ,,	50 ,,
Cinnamon, in bales	.....	6 cwt.
Do. in cases	40 feet.	50 feet.
Cloves, in cases	40 ,,	50 ,,
Do. in bags or frazils	8 cwt.	10 cwt.
Coals	20 ,,	20 ,,
Cocoa, in bags	10 ,,	12 ,,
Coculus Indicus, in bags	13 ,,	16 ,,

* NOTE.—Pressed Bran to be understood as not less than 5 mds. (of 28 lbs.) in a bag of 45½×25 inches.

† As per standards reserved by the Chamber.

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Coffee, in cases...	40 feet.	50 feet.
Do. in bags or frazils	12 cwt.	16 cwt..
Coir, in bales	40 feet.	50 feet.
Do. in bundles or loose	5 cwt.	6 cwt.
Do. Rope, in coils	40 feet.	8 ,,
Colocynth, in cases	40 ,,	50 feet.
Colombo Root, in bags	8 cwt.	14 cwt.
Copra, in robbins	8 ,,	12 ,,
Do. in bags	.....	12 ,,
Do. cut in bags	11 cwt.	.....
Coral, Rough (not specimen), in bags ...	16 ,,	20 cwt.
Cotton Seed	13 ,,	14 ,,
Do. in bales...	40 feet.	50 feet.
Cowries, in cases	40 ,,	50 ,,
Do. in bags	16 cwt.	20 cwt.
Cubebs	10 ,,	12 ,,
Cummin Seed, in cases	40 feet.	50 feet.
Cutch or Terra Japonica, in bags or baskets unscrewed	13 cwt.	16 cwt.
Dates, wet	16 ,,	20 ,,
Do. dry	13 ,,	16 ,,
Dhall, crushed or split, in bags	17 ,,	20 ,,
Dragon's Blood, in cases	40 feet.	50 feet.
Ebony, square and straight	40 ,,	50 ,,
Do. otherwise	16 cwt.	20 cwt.
Elephants' Teeth, in cases...	40 feet.	50 feet.
Do. in bundles	14 cwt.	18 cwt.
Do. loose	16 ,,	20 ,,
Fennel Seed	10 ,,	.....

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Fenugreek or Methey Seed	17 cwt.	.....
Fishmaws (or Isinglass), in case... ...	40 feet.	.....
Flour	18 cwt.	.....
Do. Middlings or Sharps in bags ..	12 ,,	.....
Furniture	40 feet.	50 feet.
Galingals	10 cwt.	12 cwt.
Galls, in bags	13 ,,	16 ,,
Do. in cases	40 feet.	50 feet.
Ghee, in dubbas or casks	40 ,,	15 cwt.
Ginger, dry, in cases...	40 ,,	50 feet.
Do. in bags	10 cwt.	12 cwt.
Gram	17 ,,	20 ,,
Groundnuts, shelled	13 ,,	16 ,,
Do. unshelled	6 ,,	8 ,,
Gums, of all kinds, in cases	40 feet.	50 feet.
Gum Olibanum, in bags	13 cwt.	16 cwt.
Hurtall, in cases	40 feet.	50 feet.
Hemp, in screwed bales	40 ,,	50 ,,
Do. loose or in bundles	5 cwt.	7 cwt.
Hides and Skins, in screwed bales ...	40 feet.	50 feet.
Do. loose and in small bundles	40 ,,	12 cwt.
Horns, Buffalo and Cow, loose ...	13 cwt.	16 ,,
Do. Deer, loose	6 ,,	8 ,,
Horn Tips, of any kind, and hoofs ...	13 ,,	16 ,,
Indigo, in cases	40 feet.	50 feet.
Iron, old or scrap	20 cwt.	.....
Iron or Steel rails	20 ,,	.....
Jackwood	40 feet.	50 feet.

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Jaggery	18 cwt.	.....
Jowaree, in bags.	18 „	20 cwt.
Lac Dye, in shells or cases	40 feet.	50 feet.
Lac (seed), in bags	13 cwt.	.....
Lang, in bags	18 „	20 cwt.
Lang, crushed, or Dhall	17 „	20 „
Linseed, in bags	16 „	18 „
Mace, in cases	40 feet.	50 feet.
Maize, in bags	16 cwt.	20 cwt.
Mother-o'-Pearl, in cases	40 feet.	50 feet.
Do. in bags	16 cwt.	20 cwt.
Mowra Flowers	18 „	20 „
Do. Seed, in bags	13 „	16 „
Munjeet or Madder Root, in cases or bales	40 feet.	50 feet.
Do. in bundles or bags...	8 cwt.	12 cwt.
Musk, in cases	40 feet.	50 feet.
Mussor, in bags	18 cwt.	20 cwt.
Mutter	18 „	20 „
Myrabolams, in bags	13 „	16 „
Niger Seed	14 „	17 „
Nutmegs, in cases	40 feet.	50 feet.
Nux Vomica, in cases	40 „	50 „
Do. in bags...	13 cwt.	16 cwt.
Oil, of any kind, in casks	40 feet.	210 Impl. gls.
Oil, Cocoanut	11 cwt	.....
Oilcake in cakes or lumps (in bags) ...	16 cwt.	.....
Oil Seeds—		
Castor Seed	14 cwt.	17 cwt.
Teel or Gingelly Seed	15 „	.....

ARTICLES.	STEAMERS.	SHIPS.
Oil Seeds—	To the Ton.	To the Ton.
Rape Seed, Sita, Jamba and other kinds	16 cwt.	.....
Mustard Seed	16 ,,	.....
Khorassan	16 ,,	.....
Opium	per chest.	per chest.
Paddy, in bags	13 cwt.	16 cwt.
Pepper, in bags	13 ,,	16 ,,
Pimento	12 ,,	14 ,,
Plumbago, in bags	16 ,,	20 ,,
Poppy Seed in single bags (1¼ cwt.)	13 ,,	16 ,,
Do. do. (1¼ cwt.)	14 ,,	17 ,,
Do. double bags (1¼ cwt.)	14 ,,	17 ,,
Do. in bags (1½ cwt.)	14 ,,	17 ,,
Rails, iron or steel	20 ,,	.....
Rattans, in bundles	13 ,,	16 cwt.
Do. Ground	13 ,,	16 ,,
Red Wood	13 ,,	16 ,,
Rhubarb, in cases	40 feet.	50 feet.
Rice, in bags	18 cwt.	20 cwt.
Safflower, in cases	40 feet.	50 feet.
Do. in screwed bales	40 ,,	50 ,,
Do. in bags	8 cwt.	10 cwt.
Sago, in cases	40 feet.	50 feet.
Sal Ammoniac, in cases	40 ,,	50 ,,
Do. in bags	15 cwt.	18 cwt.
Salt	28 Indian maunds of 82 2/7 lbs.	28 Indian maunds of 82 2/7 lbs.
Salt Fish	14 cwt.	14 cwt.
Saltpetre	20 ,,	20 ,,
Sandal and Sapan Wood	11 ,,	16 ,,

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Sealing Wax, in cases	40 feet.	50 feet.
Senna, in bags	5 cwt.	6 cwt.
Do. in bales...	40 feet.	50 feet.
Shells, Rough, in bags	16 cwt.	20 cwt.
Silk, in bales	8 ,,	10 ,,
Silk, in cases	40 feet.	50 feet.
Soap, in cases	40 ,,	50 ,,
Sugar, in bags	19 cwt.	20 cwt.
Talc	16 ,,	20 ,,
Tallow	40 feet.	50 feet.
Tamarind	15 cwt.	18 cwt.
Tanned Skins, in bundles	8 ,,	10 ,,
Do. in pressed bales	40 feet.	.....
Tea, in chests	40 ,,	50 feet.
Timber, Teak, Square Planks and Poon.	40 ,,	50 ,,
Timber, Teak, Round, (one fifth off) ...	.....	.....
Tobacco, in bales	40 feet.	50 feet.
Tortoise Shells, in chests	40 ,,	50 ,,
Turmeric, in bags	11 cwt.	13 cwt.
Tutenague	16 ,,	20 ,,
Unrated Wood...	11 ,,	14 ,,
Whanghees (*vide* canes)	13 ,,	16 ,,
Wheat	18 ,,	20 ,,
Wines and Spirits, in casks	40 feet.	50 feet.
Do. in cases	40 ,,	50 ,,
Wool, in screwed bales	40 ,,	50 ,,
Zedory	16 cwt.	20 cwt.

FREIGHT INWARDS.

Payable in Karachi.

The conversion into Indian Currency of Sterling freight inward to Karachi, payable in Karachi, shall, unless otherwise stipulated, be made at the rate for Bank Bills on London payable on demand; and the rate ruling at the close of a mail shall be the rate applicable to such purpose during the subsequent week.

FREIGHT OUTWARDS.

Payable in Karachi.

Difference of freight outward from Karachi stated in sterling payable in Karachi (in absence of any stipulation to the contrary on either the Shipping Order or Charter Party) shall be converted into Indian currency at the rate for Bank Bills on London payable on demand. The rate applicable to such purpose shall be the rate ruling on the day on which the Bill of Lading is dated; an allowance of 4½ per cent. in the case of sailing ships, and 2½ in the case of steamers, being made as discount to cover cost of insurance and interest, until the due date of the Freight.

SHUT-OUT CARGO.

The Harbour Board ruling in relation to shut-out goods is as follows:—

That shut-out goods be in future charged half import and half export fees under the provisions of Rules 3 and 4 published under the Wharfage Fees Act III. of 1879.

ROYAL ASIATIC BOMBAY BRANCH OF THE

ANNUAL REPORT.

RESIGNATION OF CHAIRMAN AND ELECTION OF SUCCESSOR FOR REMAINDER OF OFFICIAL YEAR.

The Chairman, Mr. William Greaves, having proceeded to England, and being unable to return as soon as he had expected, resigned in November. The Committee appointed the 2nd and 3rd December as the dates of ballot for a successor, and that ballot resulted in the election of Mr. J. Moncrieff Dick, of Messrs. W. & A. Graham & Co.

On the same dates the ballot was taken for the election of Chairman for 1903, and resulted in the election Mr. J. M. Dick, of Messrs. W. and A. Graham & Co.

REPRESENTATIVES OF THE CHAMBER IN THE LEGISLATIVE COUNCIL OF THE GOVERNMENT OF BOMBAY.

On 13th January 1902, the Committee received a communication from the Acting Chief Secretary to Government, Legislative Department, in which the Chamber was requested, in accordance with Rule II of Notification by the Government of Bombay, No. 74, dated 9th March 1895, to recommend to His Excellency for nomination as an additional member of His Excellency's Council for making laws and regulations, a person elected by the Chamber.

In terms of the Rules adopted by the Chamber at the General Meeting held on 10th May 1895, the annual balloting took place on Friday, 31st January 1902, and resulted in the election of Mr. William Greaves, (of the firm of Messrs. Ewart, Latham & Co) who had in the interval been re-elected Chairman of the Chamber. Mr. Greaves' nomination was in due course submitted to Government, and he was appointed to the Council by His Excellency the Governor.

Later in the year, Mr. Greaves proceeded to England, but owing to his inability to return to Bombay as early as he had expected, he tendered in November, his resignation as Chairman of the Chamber, and on the election of his successor, also resigned his office of additional member of His Excellency the Governor's Council. He was on the 29th December succeeded by Mr. J. Moncrieff Dick, of Messrs. W. & A. Graham & Co., who had meantime been elected Chairman for the remainder of the official year.

BOMBAY IMPROVEMENT TRUST.

Mr. F. C. Rimington, who was, on the 6th October 1900, elected to represent the Chamber on the Board of the Improvement Trust, resigned on the 18th January 1902. A fresh ballot was held on the 6th and 7th February 1902 and resulted in the election of Mr. C. H. Armstrong.

Mr. Armstrong's term of office having expired on the 31st May 1902, he was duly re-elected. Mr. Armstrong obtained leave of absence in May and on a ballot being held for a Trustee to act in his absence, Mr. J. Fairclough of Messrs. Ewing & Co., was elected, but retired on Mr. Armstrong's return from Europe.

FEES FOR ARBITRATIONS.

Under the Rules adopted by the Chamber in 1885, in connection with disputes relating to piece-goods, 53 cases were, in the year 1902, decided by umpires appointed by the Committee.

Clause VI. of the above Rules lays down that "the fee for "such arbitration will be Rs. 15, of which Rs. 5 to be paid to "the Chamber and Rs. 10 to the arbitrator."

Instances have occurred in which the goods in dispute have had to be inspected in godowns, at or in the neighbourhood of the Docks, and as this often involves extra trouble and inconvenience, the Committee are of opinion that in such

cases the fee should be limited to Rs. 20, of which Rs. 15 should be paid to the umpire, instead of Rs. 10 as at present, the balance, Rs. 5, being credited to the Chamber's funds. A Resolution to this effect will therefore be proposed at the General Meeting at which this Report will be submitted for adoption.

ELECTION OF PORT TRUSTEES.

On the 10th February 1902, the Secretary of the Bombay Port Trust informed the Chamber that the term of office of the Hon'ble Mr. William Greaves and Messrs. J. M. Dick and F. W. Bickel to represent the Chamber on the Board of Trustees would expire on the 31st March 1902. The Committee accordingly took the usual steps for a fresh election, and the balloting which took place on the 10th and 11th March, resulted in the re-election of the Hon'ble Mr. Wm. Greaves and Mr. J. M. Dick. The balloting for the third representative resulted in an equal number of votes for Mr. Stiven and Mr. Jehangir B. Petit. As under Section 10 of the Port Trust Act, it was ascertained that there would be no time for a fresh ballot to be taken, it was decided to enquire of Government what course they proposed to pursue. The Government of Bombay was accordingly addressed on the subject, and in reply No. 102 G., dated 19th March, H. E. the Governor was pleased, under Section 6, clause 2 of the Bombay Port Trust Act, 1879, to appoint Mr. J. Stiven to be a member of the Board of Trustees in the place of Mr. F. W. Bickel.

Mr. Abercrombie having resigned his seat on the 22nd April 1902, as an Elective Member of the Board of Trustees, the Committee fixed 8th and 9th April for a fresh ballot, the result being the election of Mr. H. Courtenay Wright in his place.

The Hon'ble Mr. William Greaves having obtained from the Trustees, leave of absence for 4 months from 23rd August, 1902, the Committee in accordance with the rules fixed the 16th and 17th September 1902 for a fresh ballot, with the result that Mr. H. E. F. Procter was elected to act as a Trustee during Mr. Greaves' absence.

INCOME TAX.

In November 1902, the Bengal Chamber of Commerce, acting on representations made by its members, and other mercantile houses in Calcutta, addressed a Memorial to His Excellency the Viceroy, drawing attention to the practice by which the English Revenue Authorities levied income tax upon profits which had already paid income tax in India, and submitting that all income which was subject to payment of income tax should, to the extent of that tax, be relieved from the payment of income tax in the United Kingdom.

The Committee of the Bombay Chamber, in support of this memorial, addressed the Bombay Government, under date 20th November 1902, pointing out the inequitable nature of this system, and submitting that its obvious effect was to penalise and obstruct that introduction of British Capital into India which the Imperial and the Indian Government alike desired to promote. The Committee recognised the obligation of subjects resident in or holding, property in Britain to contribute to the Imperial Revenue when high expenditure had been incurred for Imperial purposes; but they submitted that the amount of income tax already paid in India should be deducted from the sum to be paid in the United Kingdom. The Committee accordingly begged that His Excellency the Governor in Council would lend his support to their representation in this matter with a view to such steps as H. E. the Viceroy might consider likely to procure the necessary alteration in the British Revenue System.

In acknowledging the receipt of the Bombay Chamber's communication, the Acting Secretary to Government, Financial Department, stated, under date 2nd December 1902, that the matter had been referred to the Government of India—(*Appendix* **B.**)

REGISTRATION OF MORTGAGES.

The Bengal Chamber favoured the Committee with a copy of their letter dated 21st November 1902 to Government on the necessity which exists for the amendment of the law bearing on

the Registration of Mortgages. As the letter will be printed in the Bengal Chamber's Annual Report, it is not necessary to quote it in detail. It was, however, suggested in conclusion that the Government of India should take the matter into their early consideration, with a view to making such amendments of the Registration Act and the Transfer of Property Act as might be necessary, to provide that presentation for Registration and not execution should in all cases, where Registration is compulsory, give priority to deeds.

The letter was read with much interest, and the Bengal Chamber was asked to favour the Committee with a copy of such reply as the Government of India might make.

FINANCE.

GOVERNMENT RUPEE PAPER.

INTEREST GUARANTEE.

In the course of the past year a suggestion was made by the Chairman of the Madras Chamber of Commerce that a fixed rate of 1s. 4d. per Rupee should be guaranteed by the Government of India for the payment of Rupee Paper enfaced for London. In September the Committee were informed through private channels that the Government of India had been considering the possibility of giving such a guarantee.

On the 11th September the Secretary of the Bengal Chamber of Commerce forwarded to this Chamber a Report made by the Finance Sub-Committee of the Bengal Chamber on the subject, and, while inviting an expression of opinion on the views therein expressed, enquired whether this Chamber would be prepared to support a representation to Government in consonance with those views.

The Committee fully recognised the importance of the issues involved, and naturally read with interest the views of the Finance Sub-Committee of the Bengal Chamber. But it was felt that, if the matter had reached a point at which the Government would welcome an expression of opinion, an intimation to that effect would have been made directly. They therefore thought it better not to volunteer any comments that had not been officially invited. This resolution was communicated to the Bengal Chamber in a letter dated the 26th September.

The papers are printed in the Appendices, along with two interesting minutes by Members, for convenience of reference should the matter come up again.—(*Appendix* C.)

MINTS.

PROPOSAL TO CENTRALISE AT BOMBAY.

By a circular letter of the 6th February 1902, the Government of India invited the opinions of the various Indian Chambers of Commerce regarding the proposal to abolish the Mint at Calcutta and establish at or near Bombay one large Mint capable of performing all the work at present distributed between the two mints. It was stated that the proposal in question was under the consideration of the Government of India, and that the Governor-General in Council desired to be placed in possession of the views of the mercantile and banking community respecting it.

In a paragraph specially addressed to the Bengal Chamber, that body was referred to a correspondence ending with their letter to Government, dated 8th February 1888, in which they had intimated that they had no objection to offer to a proposal made to the Finance Committee in 1886 for the abolition of the Calcutta Mint. The proposal, it was added, had been dropped at that time; but it was pointed out that the cessation of the so-called free coinage of silver had entirely changed the circumstances that had led to its abandonment.

This letter was first referred by the Committee to the Managers of the leading Banks in Bombay ; and the opinions of those gentlemen are printed in the Appendices for future reference.

In the reply which was addressed to the Government of India on the 20th March, it was premised that having regard to the very general terms in which the proposal was stated, it would be out of place to discuss any but the broadest considerations involved. It was thereupon explained that there existed amongst the persons consulted a substantial consensus of opinion that if the single Mint to be established in Bombay should be capable of supplying Dollars for the Banks as well as Rupees for the Government, and otherwise performing at all times the work at present distributed between the two existing mints, no disadvantage to trade but probably considerable gain to Government would attend the concentration proposed. Reference was made to one occasion on which the production of **Dollars** was stopped in deference to the Government demand for Rupees ; and in view of the injury done to trade by such incidents it was held by the Committee to be of the first importance that adequate security against their recurrence should be present in the arrangement to be made.

It was expressly assumed that Government would have foreseen the necessity of providing for the payment of Rupees and Notes against **Sovereigns** and Half-Sovereigns on their presentation in Calcutta after abolition of the Mint there.

Reference was further made to the use of the phrase " at or near Bombay " as indicating the position of the proposed single Mint ; and it was stated that in the Committee and among the Banks consulted there was an unanimous opinion that the site should be central and close to the Banks, seeing that the transmission of treasure of any kind to a Mint outside or on the outskirts of Bombay would entail grave inconvenience and risk.—(*Appendix* **D.**)

PAPER CURRENCY.

(*See Chamber's Report* 1900, *pp.* 107 & 317)

It having been reported to this Chamber that the question of popularising the Paper Currency had been recently considered by a Commission appointed by the Government of India, the Committee in February 1902 applied to Government for a copy of that Commissioner's Report. By a letter, dated 18th February, Government informed the Committee that no Commission had been appointed and that no definite decisions were arrived at. It was explained that a few gentlemen had been invited to discuss the matter with Sir Edward Law and other officials of the Finance Department, but that the proceedings had been quite informal.

STAMP DUTY ON HYPOTHECATION OF MOVEABLE PROPERTY.

In July 1902, the Bengal Chamber of Commerce forwarded to this Chamber a copy of a letter addressed by them to the Government of India on the above subject. In that letter it was pointed out that under Article 6, Schedule I, of the Indian Stamp Act of 1899, it was held at law that a Deed of Hypothecation of Moveable Property must be stamped as a mortgage unless the whole of the advance is made at the time when the Instrument of Hypothecation is executed. Hypothecations designed to secure future advances on an existing account, were consequently subjected by the Board of Revenue to the higher Duty chargeable on mortgages, with the result that the use of recognised forms of security was practically prohibited without sufficient reason. It was submitted that the effect of this prohibition was to deprive Government of revenue that formerly accrued from the frequent renewals of documents of security passed in respect of advances for short periods.

The Bengal Chamber adverted to the system of **cash credit accounts** which had formed a main feature of the success of banking and trade in Scotland and to the fact that the develop-

ment of that system in India had been arrested by the action of the Board of Revenue in the matter under discussion. They argued that such restriction of business could not be desired by Government ; and they made the specific proposal that Article 6, Schedule I, should be altered to read as follows :—

" Agreement by way of equitable mortgage, that is to say, " any instrument evidencing an agreement to secure by or upon " the deposit of deeds or other valuable security or by or upon " the Hypothecation of moveable property, the payment of any " money advanced or lent at the time, or previously due and " owing, or forborne to be paid, being payable, or for the repay- " ment, with or without interest or commission, or money to be " thereafter lent, advanced or paid, or which may become due " upon an account current, together with any sum already " advanced or due, or without, as the case may be."

The Duty chargeable under Article 41, Schedule I, in respect of **mortgages of crops** was dealt with in the concluding paragraph of the Bengal Chamber's letter. The duty had been fixed at $\frac{1}{4}$ per cent. of the sum advanced and would be realised in great measure upon hypothecations of Tea and Indigo crops, which were formerly chargeable under Article 29, Schedule I, of the Indian Stamp Act of 1879 : that is to say, with the same or one half of the duty on Bills of Exchange according to the currency of the loan. It was represented that in the present state of the Tea and Indigo industries, the enhanced duty constituted a hardship ; and Government was urged to alter the Schedule to the effect that duty on an hypothecation of crops should be the same as under Article 6, Schedule I.

As the Committee were disposed to regard this matter as one in which they might fittingly add their voice to that of the Bengal Chamber, they directed that the opinion of the Banks be taken on the subject ; and when it was found that those bodies unanimously shared the view of the Committee, a letter endorsing and supporting the representations of the Bengal Chamber was addressed to the Government of India on the 7th August.

This letter was acknowledged by the Government of India on the 18th idem.—(*Appendix* **E.**)

FINANCIAL STATEMENT OF GOVERNMENT OF INDIA FOR 1902-1903.

The text of the Financial Statement will be found in the "Gazette of India" Extraordinary, dated 19th March 1902, with which is bound a memorandum by the Hon'ble Major-General Sir Edmond Elles, K.C.B., on **Military, Military Works and Marine Expenditure** for the years 1901-1902 and 1902-1903. The discussion on the Financial Statement will be found in the *Gazette of India* of March, 29th 1902. These are in the library of the Chamber.

RAILWAY MATTERS.

NAGDA-BARA-MUTTRA RAILWAY.

(*See Chamber's Report* 1901, *pp.* 1-146.)

In the Financial Statement received in March last, and in the Memorandum of the Hon'ble Mr. Arundel appended thereto, it was noted with much regret and dissatisfaction by the Committee, that no indication that any of the Railway Projects likely to substantially mitigate the disabilities of the Port, was to share in the Budgeted Expenditure on Railways. It will be remembered that in a letter of the Government of India, dated 31st January 1901, it was stated that "the Government of India recognise the importance of the line (Nagda-Bara-Muttra Railway) and subject to the consent of the Secretary of State, they propose to undertake its construction as funds can be made available, without prejudice to the demands for certain other lines which, for obvious reasons, must have precedence." In view of the growing and now very strong feeling among all classes of persons interested in the trade of Bombay regarding the continued failure of the Government of India to concede to this port such share in the benefits of Railway expenditure as might be approximately commensurate with the relative value of its trade, the Committee thought it their duty to address

Government again in the matter and to bring to their notice the feelings of the members of the Chamber as explained above. A letter, dated the 10th April 1902, was accordingly addressed to Government, embodying the views of the Committee, and that part of the Government of India's letter of the 31st January 1901, referred to above was quoted. It was pointed out that the existence of the feeling expressed might not improbably be known to Government, seeing that it had been the privilege of this Chamber to voice it from time to time, and seeing that it had, in its intensification, recently found repeated expression in the daily press. In view of the slowness of all measures of Railway construction, it was not too much to say that the community, on whose behalf this letter was addressed, regarded with the gravest anxiety the absence of any earnest of the inauguration of any of the works to which first importance was attached by commercial men on this side of India. The Committee of course alluded chiefly to the Nagda-Bara-Muttra scheme. Now that it had become known that the revenue for the past year had shown so notable an increase, and that so large a portion of that increase was due to the working of Railways, it was hoped that the condition contemplated in the phrase "as funds can be made available" would be recognised to have arisen, and that an effort would be made to begin the work most strongly desired by Bombay, which contributed so largely to the revenue in question. It was added that the disappointment now felt was proportionately keen, and the Committee expressed to Government with respect, the extreme regret with which the present prospect was viewed by them. The letter further stated that on the 21st August 1901, the Committee had asked for some statement of the reasons alluded to as obvious in the Government of India's letter of the 31st January 1901, but that no reply had so far been received. In conclusion the Committee expressed the earnest hope that H. E. the Governor might be pleased to exert his influence in the proper quarter in pressing the expediency of inaugurating, at an early date, the work so long desired and advocated.

In their reply dated the 23rd May 1902, the Government of Bombay informed the Chamber that in response to a communication made by them to the Government of India on the subject of the Nagda-Bara-Muttra and the Agra-Delhi Railways, this latter Government had intimated that the inclusion of these lines in statement B appended to Sir Arthur Trevor's Memorandum dated 20th May 1901, showed that their construction was contemplated as soon as funds permitted, but that the order of priority of the lines shown in that statement was only provisional, the actual inception of a project depending on the financial situation when the time should come. The letter further stated that it had not been found possible to provide funds for the construction of these two lines during 1902-1903, but that Government were prepared to consider proposals for the construction of the Nagda-Bara-Muttra Railway outside the programme of Railway construction, *i.e.*, proposals which did not involve a guarantee, and in this connection Government invited the Chamber's attention to paras 6 and 7 of the preliminary note to the Histories of Railway Projects corrected up to 30th June 1901. Referring to the first para. of the Chamber's letter under reply, Government drew the attention of the Chamber to paras 79 and 80 of the Financial Statement, wherein the difficulties that faced the Government of India in providing capital for new lines, had been fully set forth ; also to para. 1 of the Hon. Mr. Arundel's Memorandum which enunciated the policy laid down by the Government of India in connection with the programme of Railway Expenditure. Government added that they had, however, forwarded a copy of the Chamber's letter to the Government of India, so that, in view of the feeling of the Bombay commercial community, the question of expediting the undertaking of the Nagda-Bara-Muttra scheme, might receive the further consideration of that Government.

The Committee considered this letter as an indication that the Government of India were now disposed to consider proposals from companies for the construction of the Nagda-Bara-Muttra line, but without guarantee, and that it further indicated

a modification of the views expressed in Government of India's letter of 15th January 1901. The Committee, however, feared it was unlikely that any company would undertake the construction of this Railway without guarantee in some shape or form, and such seemed to be the opinion of the members of the Chamber, as well as of the *Economist*, an interesting article in which, on the "Indian Budget and Railways" in its issue of May 3, 1902, p. 687, will be found worthy of perusal. The Commercial Community of Bombay were aware already of Government's intention to construct the Nagda-Bara-Muttra and the Agra-Delhi Railways; but what they complained was the delay in doing so, and the fact of other Presidencies getting all the grants for new lines. A further letter was, therefore, addressed to the Government of Bombay, dated 19th June 1902. In it, the Committee thanked the Government of Bombay for forwarding a copy of their letter of 10th April last to the Government of India, and expressed the hope that H. E. the Governor would not cease to lend his influence to the furtherance of the Nagda-Bara-Muttra Railway scheme, which would unquestionably prove of the utmost advantage to this port and Presidency. It was explained that the letters of this Chamber on this subject had been written in the knowledge of and with the full regard to the Statement B appended to Sir Arthur Trevor's Memorandum and paras 6 and 7 of the Preliminary Note to the Histories of Railway Projects corrected up to 30th June 1901. The Committee learnt with satisfaction that the Government of India was alive to the importance of the Nagda-Bara-Muttra Railway and intended that it should be constructed. But while the Committee welcomed an apparent indication of an increased disposition to permit the construction of the Railway in question by private enterprise, they feared that the prospect of such construction was practically as remote as ever, if Government maintained the stipulation of conditions which, in para. 3 of their letter No. 11 R.-P. of the 15th January 1901, they recognised to be such as no company or syndicate could reasonably be expected to accept. This Chamber was extremely chary of offering any remarks that might appear to indicate

dissent from Government upon questions of general policy; but they found it impossible to discuss, as they must, the situation of the Nagda-Bara-Muttra Railway scheme without adverting to the defects which it appeared to illustrate. In paras. 79 and 80 of the last Financial Statement, it was declared that the first place was given to the perfecting of existing lines, the second to the completion of lines now under construction, and the third and last place to expenditure on new projects. It was admitted in para. 80 that the rapid growth of traffic on the existing main routes, which was the result of the present policy, induces congestion and the heavy demand for expenditure for "more rolling stock, larger stations and goods-sheds, additional sidings and signalling apparatus, and sometimes duplication of the permanent way." The effect was stated to be that "we are threatened with some day finding the whole of our capital resources absorbed in fulfilling this undertaking and little or nothing left for new construction." That being so, there remained for such new construction nothing but a problematical occasional contribution from "Extraordinary revenue surpluses; but this," it was added, "is not a source on which we could or should generally reckon." Such precarious and fluctuating sources were admittedly useless for this purpose; for, as Mr. Arundel said in his Memorandum, "It is not desirable to embark on new lines unless they can be carried to completion in reasonable time." It was thus an absolute and obvious condition of such new construction that there should be assigned to it funds of an assured and constant nature, while that condition did not apply in anything like the same measure to the improving and equipping of existing lines. The latter could be carried out more or less as funds might become available; and at the worst, the existing railway systems, which are to some extent known in the money market could go to that market with some hope of success. But the present policy of Government was to consecrate to improvement the only funds possessing those elements of assurance and constancy, unessential to improvement, but indispensable to new construction, and to assign to the latter, those precarious sources which were

admittedly useless for the purpose. And since the overgrowth and congestion of the few main arteries of traffic create a further demand for their development and the indefinite absorption of "all our capital resources," it follows that such borrowing as may be attempted for Railway purposes must be attempted on behalf of projects entirely unknown to the money market and little likely to be appreciated by it. In effect, all such schemes as the Nagda-Bara-Muttra Railway must be postponed indefinitely; and the Committee submitted that any policy that created such a position must be wrong. On the other hand the Committee conceived that the great increase in the receipts from the Railways under present conditions of development gave assurance of large profits to be obtained by the extension of similar systems into unopened tracts of ascertained fertility, and showed that the growth of traffic on such extended systems and the creation of wealth which must attend it, would, in a few years, afford abundant resources for the perfecting of existing lines. It was for this reason that the Committee once more begged that H. E. the Governor might be pleased to urge upon the Government of India the expediency of granting, in respect of a work of admitted public importance, some such terms as might afford to private capital a reasonable prospect of immunity from loss.

Government, in acknowledging receipt of the Chamber's letter on the 3rd July, stated that a copy had been forwarded to the Government of India for consideration, and in a second letter dated the 24th September stated that the Government of India had intimated that the matter was receiving attention.—(*Appendix* **F**.)

AGRA-DELHI CHORD RAILWAY MANAGEMENT.

It came to the knowledge of the Committee during the year that while the railways more particularly concerned with the trade of Bombay were to be granted running powers over the Agra-Delhi Chord Line—the commencement of which had been

officially announced—no assurance had apparently been given that its actual management was to be entrusted to one of them. The construction of the Agra-Delhi Chord has been repeatedly commended to Bombay by the Government of India as a means of mitigating certain of the difficulties with which the traffic of this Port has had to contend, and as in some sense a solatium for the smallness of the measure in which Bombay has for many years participated in the benefits of Railway Expenditure.

The Committee, therefore, represented to the Government of Bombay—in a letter, dated 26th November 1902—that the Government of India ascribed to the project in question greater merit in this respect than properly belonged to it. They had, however, hoped that some relief might come to them from the work in question ; but it was stated that if that work should be placed under the control of any but a Company interested primarily in this Port, not only the Government's estimate of the benefits to be conferred, but also the Committee's more qualified anticipations in the same regard were sure to be falsified. The Committee pointed out that the experience of Railways on this side of India, and that of the communities served by them. regarding the inefficacy of regulations prescribing equity of treatment for foreign traffic could have left no doubt in any mind as to the necessity for actual and direct control. In view of that experience there was, the letter added, a virtual certainty that if the new Agra-Delhi Chord should fall under the control of any Railway not directly bound up with the Bombay Traffic, it would do very little either to help to trade of this Port or to remove the impression produced in Bombay by the protracted failure of Government to execute another work whose importance had been constantly urged and officially admitted.

In conclusion the Committee begged that the Government of Bombay would impress upon the Supreme Government the great desirability of entrusting the management of the new line to one of the Bombay Railways.

On 8th December 1902, the Under Secretary to Government, P. W. Department, Railway Branch, Bombay, acknowledged

receipt of the Chamber's communication, and stated that a copy of it had been forwarded for the consideration of the Government of India whose attention, it was added, had been drawn to a similar recommendation already made by the Bombay Government in regard to the working of the Agra-Delhi-Chord Railway.—(*Appendix* G.)

ROLLING STOCK FOR THE CARRIAGE OF GOODS TO BOMBAY.

(*See Chamber's Report*, 1901, *pp.* 10, 160.)

It will be remembered that reference was made in last year's report to the representation from this Chamber to Government in July 1901, regarding the failure by Northern Railways to supply wagons for Bombay Traffic. A reply from the Government of India on the subject has since been received through the local Government and it is therein stated that the complaint of the Chamber related to a difficult and complex situation, which is not clearly provided for by the law, but that the G. I. P. Railway Company would be informed that there is no objection to their submitting proposals for the grant to them of the desired running powers over foreign railways. A copy of Government's letter was sent to the G. I. P. Railway Company.

As copies of the correspondence beeween the Railway and Government are printed in full in the Appendices, it is not necessary to repeat them here, except to remark that the Committee were of opinion that the Agent in para. 6 of his letter to Government misconstrued the meaning of the para. he had selected from the Chamber Report for 1901, pages 4 and 5. The Committee of course welcomed any additions to the present Railways in this Presidency, but they could not allow anything to obscure their opinion as to the greater importance of Railways that would open up new country in preference to connecting links such as the Delhi-Agra Chord.—(*Appendix* H.)

PROVISION OF BRANCH OR FEEDER LINES IN INDIA BY PRIVATE ENTERPRISE.

The Bengal Chamber of Commerce forwarded to this Chamber copies of correspondence between that body and Government on

the capacity of private enterprise to provide Branch or Feeder Lines in India. These papers will be found in the Bengal Chamber's Report for 1902, as well as correspondence between the same Chamber and the Government of India on the proposed transfer of the Jorehaut State Railway to the Assam-Bengal Railway Company.

RAILWAY SIDINGS IN BOMBAY.

PART OF COTTON GREEN REQUISITIONED.

(*See Chamber's Report for* 1898, *p.* 265.)

In September 1902 the Bombay Improvement Trust informed the Chamber that Government proposed to acquire for the construction of Railway Sidings that part of the Cotton Green which was vested in the Trust; and that before dealing with the matter the Trustees desired an expression of the Chamber's opinion as to whether such restriction in the area available for the storage of cotton as would result from such alienation would be harmful to the trade. Details of the areas at present available for the storage of cotton were given and will be found in the Appendix.

The Committee felt that the matter was one in which they must give full weight to the views held by merchants mainly concerned in cotton dealings, and the Bombay Cotton Trade Association was therefore asked to favour the Committee with an expression of opinion.

The Cotton Trade Association replied on the 30th September that, in view of the exceedingly limited space for cotton storage at Colaba, it would not be advisable that the ground in question should be taken away from the trade and utilized for railway sidings. It was stated that in the busy season, when large quantities of cotton arrived in Bombay, instances had occurred of firms having to store their cotton in godowns at Colaba and also to remove bales to other parts of the town, thus involving both inconvenience and expenditure. It was added that the

ground for railway sidings could be found at Carnac Bridge, where the B. B. & C. I. Railway had ample space ; and the hope was expressed that the Chamber would support these views in both respects.

A plan of the Cotton Green, showing the area to be transferred, was meanwhile obtained ; and on consideration of that plan along with the letter of the Cotton Trade Association, the Committee decided that the probable effect on the trade of such transfer would be best decided by a meeting on the ground. On the 2nd October they therefore proposed such a meeting to the Improvement Trust and suggested that the Trust, the Railways, the Chamber of Commerce and the Cotton Trade Association should be represented.

The Cotton Trade Association was at the same time invited to depute two members for that purpose.

The Deputy Chairman of the Chamber was appointed to represent the Chamber.

The Chairman and Deputy Chairman of the Cotton Trade Association were appointed to represent that body.

The meeting was held on the ground on Tuesday, the 14th October, at 8-30 a.m., when there were present, in addition to the above gentlemen, the Chairman of the Improvement Trust, the Deputy Agent and the Traffic Manager of the G. I. P. Railway, and the Deputy Consulting Engineer to Government, Railway Department.

It was then agreed that the plot marked **A** in pink (Government Property) on plan No. 4294 should be handed over to the G. I. P. Railway for additional sidings and space to accommodate the cotton traffic at Colaba, conditionally on the Railway's undertaking not to close the bookings of Cotton to Bombay in the season, and giving increased facilities for delivery when there was pressure, by keeping open for delivery at night.

The Railway representatives agreed to give this undertaking.

It was therefore agreed that the Chamber of Commerce should write to this effect to the Improvement Trust and that the Improvement Trust should then communicate with the Consulting Engineer and settle the matter definitely.

As regards plot marked **E** on plan No. 4294, the G. I. P. Railway were to negotiate direct with the Colaba Land & Mill Company, with a view to securing the right to run the sidings through a part of their property until such time as final arrangements for taking over the land or making an exchange should be concluded.

This agreement was duly notified to the Improvement Trust and confirmed by copies of the G. I. P. Railway's minute, countersigned by the Consulting Engineer to Government, which will be found in the Appendix.—(*Appendix* **I.**)

NEW RAILROAD FROM DJIBOUTI TO ADDIS, ABABA, ABYSSINIA.

The Consul for France in a letter dated the 25th March 1902, forwarded to the Chamber certain precise information concerning the New Railroad from Djibouti to Addis, which will be found in the Appendices. The letter concludes by stating that " when the line will be open in full to the general traffic, the trade of Bombay will have an easy way of access to the very centre of Abyssinia." With the letter was forwarded a Map of the Railroad. The thanks of the Committee for this letter and the information it contained, were duly communicated to the Consul for France.—(*Appendix* **J.**)

COAL RATES ON THE EAST INDIAN RAILWAY.

Proceedings of a Conference held at the Upper India Chamber of Commerce on the 7th February 1902, under the auspices of the Committee of the Chamber of Commerce, for the discussion of the question of Coal Rates on the East Indian Railway, will be found in the Annual Report of the Upper India Chamber of Commerce for 1902.

TELEGRAPHS, MARINE.

IMPERIAL CABLE COMMUNICATIONS.

(*See Chamber's Report* 1901, *p.* 70.)

The question of Imperial Cable Communications has engaged the attention of the London Chamber of Commerce for some time, and at the fourth Congress of the Chamber of Commerce of the Empire, held in London in June 1900, the following resolution on the subject was carried unanimously :—

"That this Congress desires to call special attention to the necessity of completing the **All British Pacific Cable,** not only on commercial grounds, but in the interests of the Imperial Security."

"That this Congress recommends, that support should be given to the action which the Imperial Telegraph Committee of the House of Commons is taking with the view of placing the important matter of electrical communication between the United Kingdom, India, and the British Colonies and Dependencies on a footing commensurate with the present conditions of Inter-Imperial and Colonial relations."

"That copies of this Resolution be addressed to the Prime Minister, the First Lord of the Treasury, the Chancellor of the Exchequer, the Secretary of State for India, the Secretary of State for the Colonies, the Postmaster General, and the Governors of the Self-Governing Colonies, urging that every reasonable opportunity may be given in Parliament for discussion of the position of the Telegraph Companies in relation to the Government, with a view to an immediate and satisfactory solution being found for the very serious grievances under which the commercial and industrial communities of the Empire have been labouring for a long time past."

"That in view of the great object to be attained, this Congress is strongly of the opinion that it would be a wise policy to make full provision for ultimate **State ownership** in any arrangements

hereafter made to lay Cables, by private companies, between British possessions in any part of the Globe."

"That this Congress recommends that the principle of **State ownership** be especially provided for in the Cable proposed to be laid by a private Company between South Africa and Australia."

"That this Congress urges upon Her Majesty's Government the importance of instituting a searching investigation by the Departmental Committee, promised by the Government, into both the shortcomings and the merits of a private system of Cables, and consequently into the desirability or otherwise of adopting such a course or policy in the future as would lead to the ultimate **expropriation** of private Cables, and the establishment of State-owned Cables throughout the Empire, and to report thereon at the earliest opportunity, such a report to be accessible to the public."

The London Chamber, referring to the above Resolution in a letter to the Committee under date 28th May 1902, called attention to the fact that the Inter-Departmental Committee, which had been appointed by Government, had since issued its report, from which it appeared that the Committee had pronounced emphatically against the general purchase of Cables by the State; indeed, it was urged that "the **normal policy** of this country and its dependencies should be to encourage **free trade** in Cables," exception to this rule only to be made on the ground of national, not of private interests.

As to **rates** the Inter-Departmental Committee was not prepared to say that any of the existing rates were excessive, with the exception of those to the Gold Coast and Nigeria, and they recommended that an attempt should be made to reduce these in connection with the renewal of the Eastern Telegraph Companies' **landing rights** in Cornwall in 1903. The Report also stated that the Inter-Departmental Committee "would welcome the introduction of deferred rates in certain specified cases." In communicating the above information, the London Chamber asked for an expression of the Chamber's views as to whether the points alluded to ought to be brought up for further consideration and discussion at the next Congress.

In view of the importance of the matter, the papers were referred to a **Sub-Committee**; and, their report having in due course been submitted to and approved by the General Committee of the Chamber, a letter, in accordance with the recommendations submitted was addressed to the London Chamber under date 8th August 1902. In that letter the Committee stated that in the face of the pronouncements made by the Inter-Departmental Committee upon Cable Communications and the exceptional opportunities enjoyed by the members of that body for forming a just opinion upon the issues, the Committee were disposed to consider the conclusions arrived at as in the main sound, and they felt a certain diffidence in controverting such of those conclusions as might, without the authority that sanctioned them, have appeared open to question. On the general questions of Cable Communications and the necessity for activity in pressing the claims of trade as against those of the Cable Companies, the London Chamber was informed that the Committee had repeatedly made representations to Government. But on two special subjects mentioned in the Report, namely, deferred rates and All-British Cables, no very strong opinion appeared to exist among the members of this Chamber. As to **deferred rates** the Committee expressed the opinion that a deferred rate of half the present ordinary charge per word would be largely used in the Piece-Goods and some other trades, if there were some absolute assurance of delivery within, say, 36 hours of despatch. As to the question of the establishment of **All-British Cables**, the Committee stated that the policy involved in the matter was one inseparable from strategical and political issues. Of the former, the Committee did not consider themselves competent to treat; with the latter, it was not, they pointed out, strictly within their province to concern themselves. But they inclined to the view that the **most potent strategical factor** for the protection of commerce would be the establishment of a **more intimate union** between the various parts of the Empire, and that anything that tends to establish a community of interest and sentiment between Britain and her Dependencies, strengthens their power for mutual defence, and affords security to trade. In this connection, the

Committee referred to the reply given by the Chancellor of the Exchequer to Mr. Henniker Heaton in Parliament on the 10th May 1901, on the subject of the loss on Inland Telegrams in Britain. "I think," he said, "the reason for this loss is that "the public and their representatives in this House have "preferred to get a return on the capital in the form of facilities "for telegraphic communication rather than in the form of reve- "nue." Since the principle of **State aid to communications** is thus sanctioned in respect of the British Isles themselves, the expediency of extending its operation to all the members of an Empire so dependent as Britain is upon communications, appeared to the Committee to be worthy of much more serious consideration than it had hitherto received. But they submitted that State aid could not well be accorded through the intermediary of telegraph systems owned wholly or in part by Companies or Powers not immediately interested in the aims had in view. For this reason the Committee expressed in general terms their approval of the principle of All-British Cables and added that while the steady progress being made in wireless telegraphy and the unequivocal pronouncement of the Inter-Departmental Committee create a doubt as to the wisdom of any great national expenditure on Cables at the present juncture, the principle of **All-British Communications**, working on liberal terms for the general health of the Empire, is one that **ought to be pressed** in the interests of trade and without regard to the nature of the particular mechanism to be ultimately employed.

Copies of the above communication were forwarded to other Chambers of Commerce in India, (as also to the Director-General of Telegraphs in India and to Sir Edward Sassoon, M. P.) and the Committee were favoured, in due course, with the various replies sent by these bodies to the London Chamber, which had addressed them simultaneously on the subject. These replies were, in the main, on the same lines as the one written by the Bombay Chamber; and as they will probably be published in the Proceedings of the respective Chambers the papers are not included in the Appendices. A reference to the completion of the All-British Pacific Cable will be found in the *Times* of November 1, 1902.—(*Appendix* **K.**)

TELEGRAPHS, MARINE.

ANDAMANS.

Telegraphic Communication between the Andaman Islands and the Mainland.

The Committee received from the Bengal Chamber of Commerce a copy of a letter addressed by them to the Government of Bengal upon the establishment of Telegraphic Communication between the Andaman Islands and the Mainland.

The matter however called for no action on the part of the Committee.

REUTER'S COMMERCIAL SERVICE.

In March last, Reuter's Telegram Company enquired of the Chamber as to the best manner in which advantage could be taken of the reduction of Telegraph Rates to Europe in respect to the trade information telegraphed from Europe and furnished by them to their subscribers. The alternatives presented were : (*a*) That the rate of subscription be reduced, the information remaining as before, or (*b*) That the subscription remain as before and the information be amplified. Assuming that the latter alternative would be preferred, they wished to know in what particular section of trade the amplification of information ought, in the opinion of the Committee, to be made.

The majority of the Committee, however, preferred a reduction of the rate of subscriptions, and informed Reuter's Telegram Company to this effect. As, however, no further steps had apparently been taken in the matter, the Committee, in a letter, dated 24th June 1902, enquired of the Company as to what decision had been arrived at by them on the subject. In reply the Committee were informed that the Company had considerably amplified the Commercial Service received from London.

TELEGRAPHS.

OFFICIAL CODE VOCABULARY.

(*See Chamber's Reports* :—1890, *pp.* 147, 242 : 1894, *pp.* 206, 342 : 1895, *pp.* 117, 651 : 1896, *pp.* 97, 387 : 1899, *pp.* 113, 301 : 1901, *p.* 75.)

On the 24th February 1902, the India Telegraph Administration issued a Notice regarding the New Official Code Vocabulary referred to in several previous Reports.

Paragraph 4 of that Notice stated that "The New Official "Vocabulary includes the words of the first edition and in "addition to them the words contained in the codes and "private vocabularies of those publishers and merchants who for- "warded them, as requested, to the International Office of the "Telegraph Administrations at Berne for the purpose of having "their words inserted in the edition."

In April, one of the leading firms in Bombay, on receipt of of that Notice, and having in view the Conference to be held in London in 1903, wrote to the Committee, making certain criticisms of the Vocabulary and stated that their firm, and probably others had not received from Berne the invitation to send in their codes, and that great hardship might result.

The writers then quoted Service Regulation VIII, which runs as follows :—

"Words in code language must not be longer than ten "characters according to the Morse alphabet. They must be "taken from one or several of the German, English, Spanish, "French, Dutch, Italian, Portuguese and Latin languages."

It was stated that a good many words in strict accordance with the usage of the languages mentioned were found to be absent from the New Official Vocabulary; and that what senders of telegrams required was a complete list of all those words in the languages named, which fulfilled the requirements of the Regulations, and not merely such as are included in existing Vocabularies.

The writers urged that, while it had hitherto been the rule that any regulations passed at a Conference came into force in one year's time, it would be necessary, should the Vocabulary be adopted, that two years should be allowed to enable merchants to adapt their codes. They requested that these considerations should be laid before the British Delegate at the next Conference ; and they took the opportunity of raising a certain point regarding the existing Indian Telegraph Forms, which is dealt with under its proper heading.

As these views commanded the full sympathy of the Committee, a letter, under date 1st May 1902, was addressed to the Director-General of Telegraphs, setting forth in the first place certain defects found to exist in such portions of the new Vocabulary as had been issued with the prospectus of that work. It was argued that an examination of these portions confirmed the objections and bore out the criticisms which this Chamber had submitted from time to time in this connection. The attitude consistently maintained by this Chamber in the matter had been one of **unqualified opposition.** If there were any guarantees that the Vocabulary would include all words admissible under Service Regulation VIII, or that accidental omission from the Vocabulary of any word so admissible would not exclude such word from use, the compilation would be viewed by the Committee simply as a work of reference for the use of telegraph offices and they would not consider it necessary to form any opinion as to its merits for that particular purpose. Seeing that there was no such guarantee, and that the labour expended on the work obviously tended to its ultimate compulsory adoption, all representatives of commerce were forced to consider the serious waste and inconvenience that would almost certainly result from the partial or total disqualification of existing codes through the accident of some of their words being omitted. The adoption of that work might diminish the responsibility of telegraph offices ; but so far as it could affect commerce, it could do so only in an injurious sense through the reduction, of that facility of communication which it was the proper function of telegraph administrations to increase.

The letter then quoted that part of the Notice of the 24th February, which appears at the beginning of this chapter and pointed out that, since all codes and private vocabularies are necessarily composed of words admissible under Service Regulation VIII, the passage quoted implied that the words so admissible would not *ipso facto* be available in the future. A single scrutiny of the first four-and-a-half columns of page 791 of the New Vocablulary showed the omission of no less than 41 words from the English language alone, any one of which might be found in a number of codes at present in use. The fact that a certain inflection of a word is archaic was evidently no bar to its inclusion; and, this being so, it ought, in the opinion of the Committee, to be quite easy for the compilers to decide what inflections of all known words in each recognised language are to be admissible subject to the limit of ten characters. It was pointed out that such a provision would render unnecessary the transcription and submission by large numbers of mercantile houses of codes in many of which the same words recurred; and it was mentioned that as a matter of fact some of the leading firms who habitually sent long messages in preconcerted language had no knowledge of any request that they should so submit their codes.

In conclusion it was requested that these considerations should be commended to the British Delegate for the forthcoming Conference with instructions to oppose any ordinance making the adoption of the vocabulary, compulsory and, should he fail in this, to endeavour to secure a delay of at least two years before such ordinance should come in force.

The letter then dealt with that question of Indian Telegraph Forms which is treated of in another part of this Report.

Copies of this letter were forwarded to the various Chambers of Commerce in India and Hong Kong, most of which subsequently intimated that they had supported the representations contained in it.

The Director General of Telegraphs, under No. 4727 T, dated 19th July 1902, informed the Chamber in reply that their

representations would be laid before the Government of India, whose orders thereon would be communicated to the delegate who would represent India at the Conference ; in the meantime, the subject of paragraphs 1 & 2 of the Chamber's letter would be forwarded to the Bureau International for favourable consideration. With reference to the last sentence of para. 2 of the Chamber's letter, the Director General pointed out that a copy of circular No. 461, dated 1st September 1896, issued by the Bureau International, was sent to all Chambers of Commerce under his No. 5282, T., dated 25th September 1896, and it did not appear that his Department was responsible for any omission which might have occurred in communicating the information to the firms concerned. He recommended that all firms should now be invited to take advantage of the circular to enable the Bureau International to include in the appendices which were now being issued, such words of their codes as did not appear in the Vocabulary. With regard to foreign telegram forms, the revision as suggested was under consideration and it was anticipated that there would be no difficulty in meeting the wishes of the Chamber in that respect. The Committee thereupon addressed a circular letter to the members calling their attention to the circular of 1st September 1896 and requesting that the names of codes used by members be communicated to the Chamber for transmission to the Director-General of Telegraphs. A list of the Telegraph Codes used by members from whom replies had been received was forwarded to Government for transmission to the International Bureau.

By letter No. 5330 T of October 1902, the Director General of Telegraphs forwarded to the Secretary a copy of a letter No. 3103, dated 12th August 1902, from the Director of the International Bureau of Telegraph Administrations at Berne, in which certain of the points raised by the Committee in their letter of the 1st May were dealt with. It appeared that parts of the said letter had been communicated to the Bureau in Berne by the Director General, and had been understood by them to indicate a desire on the part of this Chamber to

represent to that Bureau the inexpediency of introducing such a vocabulary as was comtemplated. The Bureau explained, that it did not fall within the scope of its duties to revise this question, which had been settled by the Conferences at Paris and Budapest, and that it was charged only with the preparation of the first and second editions. This had of course been fully understood by the Chamber, who so far from proposing to argue this particular point with the Bureau, had not even asked that any of the representations they had made to Government should be communicated to Berne. Their request had been that the considerations they had set forth should be placed before the British Delegate to the next Conference with instructions to support them.

Regarding the complaint that certain important users of telegraph codes had not received any intimation of the invitation to them to send in their codes for inclusion in the Vocabulary, the Bureau reviewed the steps taken by them to give publicity to it. Here again the purport of the Chamber's representations seemed to have been misunderstood. The Committee had had no intention of criticising or commenting upon the measures taken by the Bureau to make known their request. They desired simply to let Government and the British Delegate know that as a matter of fact the said request was not universally known, and that this circumstance constituted a strong reason against any precipitate adoption of a vocabulary thereby definitely disqualified for the purpose had in view.

The Bureau went on to say that such omissions as might appear in the Vocabulary would probably not be so numerous as the letter of this Chamber might seem to imply, seeing that all the Codes and vocabularies of the most famous code makers and publishers, from which merchants had almost exclusively derived their words, were included in it. The number of English words eliminated was stated to be extremely small, and to belong exclusively to codes and vocabularies issued by Continental publishers or prepared by Continental merchants. It was added that no English expression of an archaic character had been

suppressed. It was said that a comparison of the first five columns of page 701 of the Vocabulary with the corresponding part of the *Encyclopaedic Dictionary* and of the *Standard Dictionary of the English Language* (New York) had shown that only ten of those words were omitted from the official publication, and these for the reason that they did not appear in any of the English codes that had been sent in for insertion.

In conclusion it was contended that those code proprietors who had not sent in their Codes would find little difficulty in bringing their codes into line with the official Vocabulary, and that it would lie with the next Conference to decide whether a supplement to the Vocabulary, either final or periodical, should be issued.

In the reply made by the Chamber to the Director General of Telegraphs on the 5th November, the Committee, after removing the misapprehensions that had evidently arisen as to the purport of their previous letter, addressed themselves to the question of the omission from the Vocabulary of words permitted by Service Regulation VIII. Reference was made to paragraph 2 of the Chamber's previous letter which had quoted the official statement that the new edition would comprise "the words of the first edition, and in addition to them the words contained in codes and private vocabularies forwarded to the International office of Telegraphic Administration at Berne for the purpose of having their words included in this edition."

It was thought necessary, in order to avoid a repetition of the previous misunderstanding, to again refer to the **omission** from page 791 of the new vocabulary of no less than 41 words from the English language alone; and that part of para 2 of the Chamber's previous letter which dealt with this point was quoted *in extenso*. The Committee then pointed out that at present all the grammatical inflections are admissible irrespective of whether they are strictly idiomatic or familiar. The fact that **archaism** of form was no bar to a word's inclusion in the vocabulary had been pointed out by the Chamber, and was now re-affirmed by the Bureau International apparently under some misapprehension

of the Chamber's meaning. That office said that no archaism had been "suppressed," but it was sufficient that they have in fact been omitted. But if archaisms were admitted in spite of unfamiliarity, there was no logical reason why any grammatical inflection should be excluded because it was not in common use. If this principle were accepted, as the Committee thought it must be, and if the first five columns of page 791, alluded to, were tested in accordance with that principle, it would be found that not only ten words, as stated by the Bureau, but 41 words, permissible as inflections, having not more than 10 characters, were omitted. A list of these 41 words was appended. The Bureau International had elected to compare the page in question with the corresponding part of the *Encyclopædic Dictionary* and of the *Standard Dictionary of the English Language*, but it had never been laid down that only words found in those dictionaries would be admissible. Nor could such a provision have been entertained, seeing that neither of those dictionaries does professedly or in fact exhibit all archaic words (expressly recognised by the Bureau International) nor the many inflections of which each word was capable. The preparation of a vocabulary containing **every inflection of every known word** (subject to the limit of ten characters) might be a matter of some time and might involve some labour, but a great deal more time and labour had been expended by merchants all over the world in the preparation of their manifold codes; and the Committee believed that the Director General of Telegraphs would recognise the justice of their opposition to all proposals tending to the adoption for universal use of a vocabulary which did not include all words admissible on the lines of some **logical principle**. The suggestion that the next conference might possibly resolve to issue a **supplementary list** of words not at first admitted, did not reassure the Committee, seeing that a number of codes constructed at great expense in conformity with the present reasonable stipulations would in the interim be to a greater or less extent rendered unserviceable. The contention of the Bureau that "the omissions will probably not be so numerous as the letter of the Bombay Chamber of Commerce might

lead one to suppose" was not sufficient. The Bureau ought to be able to give a definite assurance that no words conforming to the simple principles set forth above would be excluded and that no word that had once been included, whether inadvertently or otherwise, would thereafter be eliminated. It was of the utmost importance that the vocabulary, if published, should be final, and that it should not be published before a measure of perfection justifying finality had been attained. The Committee in conclusion begged that their representations might be accorded the support of the Government of India and that the delegate of that Government to the London Conference might be instructed accordingly.

It was resolved at a meeting of the Committee of the 12th November 1902, that the correspondence in connexion with this subject be printed and circulated to members; also that copies be forwarded to all Chambers of Commerce in India and to those of London, Manchester, Liverpool, Glasgow, Leith, Belfast, Berlin, Hamburg, and the British Chamber at Paris.—(*Appendix* L.)

WIRELESS TELEGRAPHY.

MARCONI'S FIRST TRANSATLANTIC MESSAGES.

The *Times* of 22nd December 1902 contained the announcement that an official message had, on the previous day, been transmitted by Signor Marconi's wireless telegraph from Lord Minto to the King; also two others by Signor Marconi himself to Lord Knollys for the King, and to the King of Italy. The *Times* also published a wireless telegram from its special correspondent at Glace Bay, it being the inventor's first wireless transatlantic message. Several inaugural messages were received by Signor Marconi including a telegram from Lord Minto, congratulating him on his achievement.

THE KARACHI MAILS FOR EUROPE.

On the 14th June 1902, the Karachi Mails, which arrived in Bombay at 7 p.m., were too late for the English Mail steamer, which sailed at 5 p.m., on that date, passing the other outside

the harbour. This led the Committee to make enquiries of the Post Master General and they ascertained from that official that under the orders of the Government of India, he is authorised on special occasions, when the Karachi Steamer with the Sind and Persian Gulf Mails is late, to detain the outward P. & O. Mail steamer for a period not exceeding **three hours** and should the Karachi steamer be signalled within these three hours to extend the detention for such further period not exceeding **one hour**, as might be necessary, for the transshipment of mails. On the other hand, it appeared that on 10th May 1902, in consequence of the late arrival of the foreign Mails from Burma, the P. & O. Mail steamer was detained till the receipt of these Mails in Bombay. As a matter of fact, the steamer did not sail until 9-45 p.m., on the date in question—or after a delay of 7 hours, 45 minutes. In view of this circumstance the Committee, in a letter to the Post Master General, Bombay, dated 25th June 1902, submitted that the commercial and other interests concerned in the prompt transmission of the Karachi Mail were of sufficient importance to require those mails should not be subjected to a week's delay in order that the homeward-bound steamer might sail within three or even four hours of her scheduled time. It was pointed out that in the case of the mail steamer of the 14th June, it would have been right that on sighting the Karachi steamer she should have put back into port and shipped the mails, and it was added that as the occasions on which delay arose from the non-arrival of the Karachi mails were so rare, it would be reasonable to expect the Commanders of the homeward-bound steamers to interpret somewhat liberally the actual letter of the rule. The Chamber, therefore, submitted that the Post Master General should be given power in such rare cases to command the delay of the homeward-bound mail steamer for **ten hours** beyond her scheduled time : that is to say, up to midnight of the day of sailing.

A similar representation was, at the suggestion of the Committee, addressed by the **Karachi Chamber of Commerce** to the Director-General of the Post Office in India.

GENERAL POSTOFFICE.

NEW PREMISES.

PROPOSED SITE NEAR THE VICTORIA TERMINUS.

On the 13th November 1902, a member addressed the Chamber with a view to their considering the advisability of addressing Government against the proposal to remove the existing General Post Office to a site near the Victoria Terminus, and pointed out that the proposed site would be too far from the central commercial activity and would entail great hardship on firms having their offices in the vicinity of Rampart Row and Apollo Street. He submitted a suggestion to convert the present Public Works Building either exclusively into the General Post Office or as an extension of the same. The Committee knowing that the matter of the site had been finally settled, did not think that any useful purpose would be served by addressing Government on the subject.

BOMBAY CUSTOM HOUSE.

NEW DOCK ESTABLISHMENT.

PROPOSED SITE.

(*See Chamber's Reports* 1890, *p.* 203-602 ; 1894, *p.* 260 ; 1901, *p.* 43-304.)

About the middle of May, it came to the knowledge of the Committee that the Commissioner of Customs proposed the erection of a Branch Custom House on a site selected by him at Mody Bay and South of the Musafirkhana.

It is necessary here to refer to a letter addressed by the Port Trust to the Collector of Bombay and forwarded to this Chamber for information. In that letter it was stated that owing to development of the **Port Trust Railway** Scheme, it was found that it would be necessary to lay two lines of rails traversing the centre of the site of warehouse No. 1, which had been

chosen for the site of the proposed branch Custom House, and that unless the designs of the Custom House could be modified, it would be necessary to select some other site. The letter then suggested a site near the Victoria Dock, but as the site in this locality east of the Manson Road would be difficult to provide, the Collector was asked to consider whether it would not be feasible to have separate places in each dock for appraising work and to locate the Custom House proper outside the Dock limits, that is, west of the Manson Road.

On receipt of information regarding the Commissioner's selection of the site at Mody Bay, a Sub-Committee was at once appointed to report on the matter, and a letter had already been drafted, when a communication dated 27th May was received from Government, stating that it was proposed to build the new Branch Custom House on the site south of the Musafirkhana close to Mody Bay and inviting any criticism which the Chamber might have to offer on the proposed location of the building from the point of view of the convenience of merchants interested. It was added that "in view of the necessity of utilizing in the current financial year the funds now allotted for the construction of the building, it will not be possible to postpone commencement of the work for many more days." The Committee in their reply, dated 3rd June, said that, some days before the receipt of this letter, they had with great surprise learnt from a source other than Government, that it was proposed to engage in a work of such serious importance without any formal effort to ascertain whether the site selected was adapted to the requirements of the trade. The conclusions of a Sub-Committee which had been appointed previously to the receipt of Government's letter fully confirmed the opinion as to the unfitness of the site in question. It was in the Committee's opinion impossible in the short time allowed to treat adequately in writing, the many questions that bore upon the project, and they suggested that in order to procure an early settlement, H. E. the Governor might be pleased to depute an official from the Secretariat to preside at a conference consisting of the Collector of Bombay, with representatives of the Bombay Port Trust and

Chamber of Commerce. The Committee in conclusion expressed the earnest hope that sanction would not be prematurely given to the project. Government at once accepted the suggestion that a conference should be held, consisting of the Secretary to Government in the Revenue Department as President, the Collector of Customs, with representatives of the Bombay Port Trust, the Chamber of Commerce and the Native Mercantile Community, and added a hope that the conference would find it possible to meet within the next fortnight, as unless the building was commenced this year when funds were available, a further indefinite postponement was possible. At the same time Government requested the Committee to furnish a statement of the subsidiary questions referred to in para. 3 of their letter. The Committee in their reply, dated 12th June, expressed their thanks to H. E. the Governor for having acceded to their request and informed Government that they had nominated the Hon'ble Mr. William Greaves, their Chairman, to represent them at the conference. In regard to the questions about which Government made specific inquiry, the Committee intimated that they were such as indicated the inexpediency of selecting a site, apparently with a view to conditions that might or might not exist in the future, seeing that the proposed site was at so great a distance not only from the existing docks, but from the Dock Office as well.

The correspondence concluded with a letter from Government No. 4411, dated the 30th June, stating that after consideration of the report of the conference, H. E. the Governor in Council had decided that the **open site immediately to the South of the Port Trust Dock Offices** should be set apart for the Branch Custom House.

The Committee of the Port Trust were good enough to send the Chamber copies of correspondence which passed between them and the Custom's authorities in this matter. From these papers it will be seen that the choice lay between three sites, (1) The site of warehouse No. 1, which was discarded by the Collector, because it would have been necessary that two lines of

rails should pass beneath the new Establishment, (2) the site eventually adopted, and (3) the unsuitable site at Mody Bay—(*Appendix* **M.**)

HOURS OF WORK AT THE BOMBAY CUSTOM HOUSE.

It came to the knowledge of the Committee in June 1902, that the latest hour for taking Export Passes in the Custom House had been altered from 4 p.m. to 3-30 p.m. on full week days and from 2 to 1 p.m. on Saturday.

On enquiring of the Collector whether this information was correct, and if so, what the reasons were for a change that could not fail to cause considerable inconvenience to trade, the official in question informed the Chamber, under date 11th June 1902, that as the Customs offices were closed at half-past four during the plague season, the latest hour for taking Export Passes had to be changed from four to half-past three on full days. But since the offices were subsequently kept open till 5 p.m., Export Passes were received as before up to 4 p.m., and even up to 5 p.m. in urgent cases. The Collector added that the latest hour for taking Export Passes on Saturdays had been 1 p.m. since the re-imposition of duties in 1894, and not 2 p.m., as stated by the Chamber.

CUSTOMS OVERTIME CHARGES.

In consequence of enquiries from the Ceylon Chamber of Commerce, the Committee in a letter dated 16th May 1902, requested the Collector of Customs, Bombay, to favour them with information as to the **number, rank and salaries** of the Bombay Custom Officers, and also with a statement showing the scale of fees charged by Government for Overtime Work done by those officers, and the proportion that these fees bear to their ordinary salaries. The Collector in his reply dated 7th June stated that the Customs Preventive Officers were not paid for overtime according to their pay, but were paid at the scale sanctioned by Government, which was so much an hour or day

without reference to pay. The extra money earned worked out to about Rs. 20, a head a month. He further stated that a steamer was allowed two officers free for **working cargo,** that is to say, that two hatches only may work. If a ship required despatch and wished to work 4 or 5 hatches, she would have to pay for the services of the extra two or three officers, in addition of course to overtime fees, if any. In the Harbour all shipwork was done by the Preventive Officers, but in the Docks the Preventive Officers were assisted on the quays by tallymen and wharfingers.

Accompaying the letter referred to above, the Collector forwarded a statement showing the rank, number and salaries of, as well as the scale of charges for overtime allowed to the Officers of the Customs Preventive Department.

A copy of the letter and its accompaniment was duly communicated to the Ceylon Chamber of Commerce—(*Appendix* **N.**)

CUSTOM HOUSE PROCEDURE—PASSING OF IRON AND STEEL SHEETS.

In June 1902, a member complained to the Committee of a new practice adopted by the Assistant Collector of Customs relative to the passing of Iron and Steel Sheets. It appears that, some years ago, and shortly after the passing of the Merchandise Marks Act, it was found that the weights marked on Iron and Steel Sheets were purely nominal, the bundles being marked with approximate and not actual weights. The then Assistant Collector of Customs, finding that bundles so marked did not comply with the terms of the Act, but that on the other hand the weights were merely a trade custom and not marked with the intention to deceive, as the goods were sold on invoice weights, ruled that provided the words "about gross weight" were added before the weight figures such consignments might be passed. This method of marking had prevailed for some years, —since 1895, the Committee believe—without any exception being taken to it, but shortly before the complaint was received

the Custom's Authorities had adopted a different system and refused to pass any consignments the marked weight of which varied from the actual weight by **more than 2 per cent.** and this change of procedure had been adopted without any notice being given to the public.

The above facts were reported to the Collector of Customs with a request that he would order a reversion to the former practice, at all events until reasonable time had been allowed for the proper arrangement of forward business in the goods concerned. In reply the Collector informed the Committee that strictly speaking no variations between the marked and the actual weights of Iron and Steel Sheets could be allowed under the Merchandise Marks Act, but as there appeared to be some difficulty in the way of obtaining absolutely correct weights in this trade, the Customs Department had shown its willingness to give all reasonable assistance to importers, by overlooking excess of marked over actual weights, when the variation did not exceed 2 per cent. Any consignment the variation of which exceeded this limit was liable to be dealt with for false trade description. The Custom House did not demand that weights should be marked at all, but if marked they had to be approximately correct.—(*Appendix* O.)

INDIAN TARIFF ACT.

As mentioned in last year's Report, Mr. J. E. O'Conor, the Director General of Statistics to the Government of India, conferred with a Special Committee of the Chamber, on the revision of the Tariff Values of goods, the result being an amended schedule of rates as given in the Appendix of that year.

On the 17th of January the Bombay Company, Ld., addressed the Secretary, pointing out that large shipments of **Sugar** were arriving and about to arrive, that these consigments were assessed for duty at some 20 per cent. above bazaar prices and that this assessment aggravated the heavy losses already incurred by importers. It was accordingly urged that the Govern-

ment of India should be asked to make immediate reduction of the tariff valuation of sugar.

A telegram to this effect was accordingly despatched to the Government of India, to which Mr. O'Conor replied that Government had accepted the valuations, and the schedule would be issued without delay, the lateness of its publication being due to the failure of the Bengal Chamber of Commerce to fix a date earlier than the 9th January for a conference on the Schedule. A second telegram was despatched to Government on the 20th January, urging the immediate publication of the amended tariff valuation and suggesting that those relating to **Sugar** and **Metals** be made retrospective to 1st January. To this telegram Government wired that the notification revising tariff valuations was issued that day taking effect from the 25th instant and regretting that retrospective effect from 1st January (for Sugar and Metals) could not be given.—(*Appendix* **P.**)

SUGAR DUTIES.

On the 13th March 1902, the Madras Chamber of Commerce addressed this Chamber on the subject of Sugar Bounties, and enclosed for perusal copies of certain letters addressed by them to the Government of India, regarding **countervailing duties** on Sugar. In these letters they urged the imposition of such additional duties in India as would effectually countervail the bounties given by the different countries importing to India; and in addressing this Chamber, they bespoke your Committee's support for their recommendations. The Committee being aware that Government was closely studying this question, did not think that any useful purpose would at that time be served by intervention on their part, and informed the Madras Chamber accordingly.

On the 14th March, the Government of India asked the opinion of the Chamber on certain draft rules for the **identification** of Sugar chargeable with an additional duty and for the assessment and collection of such additional duty. A Special Committee was appointed and met on the 9th April to consider

the matter ; and the result of their deliberations, after approval by the General Committee, was communicated to Government in a letter of the 18th April. The letter stated that the only portion of the rules to which they had any specific objection was—

Rule 7 (1) (c) under which it is provided that

> " In the case of any sugar which has been imported into " any Custom Port from any country other than the United " Kingdom, the owner shall furnish the Customs Collector " with one of the following documents, namely :—Where " the Sugar was produced in the country from which it was " exported either to the United Kingdom or direct to India, " a certificate by the Exporter in form G."

The Committee conceived this regulation to be perfectly superfluous and likely to cause inconvenience to the trade.

Apparently Government did not adopt the Chamber's amendment, and the rules were passed as originally proposed and published in the *Gazette of India,* No. 33, dated 16th August 1902. The Committee did not feel that any further action on their part would be effectual or in place.

On the 30th May, certain members of the Chamber suggested that in view of the enhanced duties on Continental Sugars and the consequent large importation of other descriptions into Bombay, the Chamber should consider the advisability of recommending to Government that Refined Sugar from the United Kingdom should be assigned the same valuation of Rs. 10 per cwt. as is fixed for crystallised and soft beet sugar produced in Mauritius and Egypt. The Committee accordingly addressed Government to this effect and on the 21st August were informed that the Government of India, in concurrence with the local Government did not think immediate action in the matter necessary. The letter stated that some sales of cane sugar from the United Kingdom at Rs. 9-12 and slightly over, had been made, and that a few forward transactions had taken place, but so far nothing was accurately known as to the quality of the sugar to be imported and any adoption of a tariff value would in the

opinion of Government be premature. The Committee forwarded a copy of this reply to the members who had raised the question, but considered it useless to take further action.

On 5th December the Chamber telegraphed to the Government of India soliciting information as to the amount of refund of countervailing duty on imports of Austro-Hungarian Sugar for the year 1901-1902. What the Committee desired to know was the rate per hundred weight of refund of such duty. The Government of India replied on 11th December to the effect that they had not up to that time received information as to the adjustment of the Austro-Hungarian Sugar Bounties for the year 1901-1902 and that pending the receipt of an official communication on the subject no refunds would be allowed of the duties levied on sugars which were exported from Austria-Hungary subsequently to 31st July 1901.

For the convenience of members taking an interest in the question, the following references are given to the numbers of the *Times* of 1902, in which the Sugar Bounties are dealt with:—

Jan. 27, pages 14 & 15
Feb. 8, page 14
Feb. 17, page 11
Feb. 20, page 11
Feb. 22, page 7
Feb. 24, page 6
Feb. 26, page 5
Feb. 27, page 5
Feb. 28, page 3
Mar. 1, pages 7, 11 and 14
Mar. 3, page 5
Mar. 4, page 3
Mar. 5, page 5

(*Appendix* Q.)

REFERENCES TO THE CHAMBER.

IMPORT DUTY ON CHINA CLAY.

In reply to an enquiry, dated 14th January 1902, from the Indian Paper Makers' Association, Calcutta, as to whether China Clay was subject to duty when imported for use in Cotton Mills in Bombay, the Committee pointed out that in Customs Circular No. IV, of 1896, it was laid down by the Government of India that China Clay is passed without import duty when it is shewn to the satisfaction of the Collector of Customs that it is intended for use in the weaving of cotton or the baling of woven cotton goods.

NEW CHINESE IMPORT TARIFF.

On the 5th September the Government of India favoured the Committee with copy of a letter dated 31st July 1902, from Sir James Mackay, H. B. M's Special Commissioner for the revision of the British Treaty of Commerce with China. In this letter it was stated that with reference to Cotton Yarns in the new Chinese Import Tariff, duty had been fixed at an uniform rate of **9½ mace per picul** for all yarns, grey or bleached, single

or otherwise, except dyed, gassed or mercerised, which are to be dutiable at **5 per cent.** *ad valorem.* This uniform rate had been pressed for strongly by the Chinese representatives who wished to avoid the inconvenience of being compelled to examine all shipments of yarn. The letter further advised that the duties on **Gunny Bags and Hessians** in the New Chinese Tariff had been fixed as follows :—

		T.	M.	C.	C.
Gunny Bags					
New per 1,000		4	2	5	0
Old	5 per cent. *ad valorem.*				
Hessians or					
Burlaps, all weights	per 1,000 yards	2	8	5	0

A lithograph copy of this letter was circulated to members.

The complete text of the British Commercial Treaty with China is recorded in the Appendices.

It is thought well to append here a note of the Chinese Currency denominations and values.

TAEL DENOMINATIONS.

Chinese value	*Systematic Name.*
10 Cash (Le)	1 Candareen (Fun)
10 Candareens	1 Mace (Tsein)
10 Mace	1 Tael (Leang)

(*Appendix* **R.**)

TEA INDUSTRY.

PROPOSED CESS ON TEA EXPORTS, TO PROMOTE CONSUMPTION IN INDIA.

A measure of a novel and interesting kind was proposed to the Government of India by the Indian Tea Association in March 1902, and appears likely to be adopted. The nature of the proposal and the measure of approval accorded to it by Government are so succinctly stated in the Resolution, by which intimation was given to this Chamber, that it is here given textually :—

" In the memorial received with the first of the letters read " above, (*i.e.*, letters from the Secretary, Indian Tea Association), " a request was preferred that the Government would impose " for a term of five years a cess at the rate of one-fourth of a

"pie per pound, on all Indian Tea exported by sea from India, "the proceeds of which, estimated by the memorialists at "about three lakhs of rupees per annum, should be applied "towards increasing the consumption of Indian Tea in India as "well as in countries outside the United Kingdom, and other-"wise in such manner as may, from time to time, be desired and "determined by a Committee to be approved by the Govern-"ment of India. The remaining letters submitted the names "of other firms and persons who wished to be added to the list "of signatories to the memorial.

"The abovenamed request was of a novel and unusual "character, and demanded the careful consideration of the "Governor-General in Council. After consultation with the "Secretary of State for India, it has been decided that, if it is "shown to the satisfaction of the Government of India that the "tea industry is substantially of one mind on the subject, the "request of the memorialists may be acceded to. The necessary "legislation for the imposition of the cess will therefore be "undertaken during the next Calcutta session of the Legislative "Council of the Governor-General, provided that no weighty or "widely entertained objections are received in the interval. "This Resolution will be published in the *Gazette of India* "in order that all persons who may object to the proposed legis-"lation may have an opportunity of recording their objections "before the Bill is introduced. Any such communication "should reach the Government of India before the 1st of "December next. If they are not of a character to impair the "practical unanimity which is desired as a condition antecedent "to legislation, the latter will then be proceeded with."

As few persons in this part of India are greatly interested in tea, and as it was evidently the intention of Government that the decision should be left to the suffrages of those immediately concerned with the trade, the Committee decided not to express any opinion regarding it unless some representation should be made to them in the matter.

On 30th January 1903 a Bill was introduced in the Council of the Governor-General of India entitled "The Indian Tea Cess Bill, 1903." The object of this Bill is to provide for the levy of a small cess (commencing from 1st April 1903) on Indian Tea exported from British India, with the object of creating a fund for pushing the sale and increasing the consumption of such tea. It is proposed to entrust the administration of the fund to a Special Committee, consisting of members representing the tea interest, and recommended by local mercantile bodies. Those interested in the tea industry are practically unanimous in recommending that the proposed legislation should be under-taken.

The opportunity afforded by the present Bill has been taken to make an amendment in section 5 of the Indian Tariff Act, 1894, (VIII of 1894), which will have the effect of extending the proposed tea cess to exports to foreign territory by land. (See Gazette of India, No. 6, Part V, dated 5th February 1903).

BRITISH IMPORT DUTY ON TEA.

The increase in the British Import Duty on Tea caused, in anticipation, some excitement amongst planters and others in India interested in the trade; and the Committee were, in January 1902, favoured by the Bengal Chamber of Commerce with copies of the Proceedings of a Public Meeting of proprietors, directors, shareholders, agents, managers, and all interested in the Tea Industry, held in the rooms of the Bengal Chamber of Commerce on Wednesday, the 22nd Jannary 1902, to protest against the enhancement of Duty rumoured to be under the consideration of His Majesty's Government, and to urge upon the Government of India the vital necessity of strongly opposing the placing of any further burden upon the Tea Industry.

It did not appear to the Committee, however, that any sufficient ground existed for their attempting in this particular case to influence the decision of the Chancellor of the Exchequer as to the means by which the necessary revenue was to be raised.

TEA AND COFFEE INDUSTRIES.

PREFERENTIAL DUTIES.

The United Planters' Association of Southern India in May 1902, invited the Chamber to give its support in favour of a commercial combination of Great Britain and her Colonies and India, which would, by a system of differential duties, afford some protection to British-grown products and manufactures.

The principle of Preferential Tariffs being one to which the Committee could not pledge their constituents, no steps were taken.

FRENCH CUSTOMS REGULATIONS.

The Chamber received from Government copies of the following circulars of the French Director-General of Customs :—

Circular of 17th April 1902, defining the concession of the mini-

mum tariff on Colonial Provisions (other than Sugar and its products, Cocoa and Tobacco) imported into France from various countries including British India. Under the notification the concession to the produce of British India was to terminate on the 23rd August 1902, but this period was subsequently extended. This notification further specified the proofs of origin required in connexion with imports from the countries named; and the second circular published on the 15th May specified the proofs required respecting imports from such European countries as were entitled to the minimum tariff. These circulars will be found in the *Moniteur Officiel du Commerce* of 17th April and 15th May respectively.

DOCKS.

DELAY IN DELIVERY OF IRON.

In the beginning of 1902, and while the Committee for 1901 was still acting, complaints were received from members about the inordinate delay said to attend the delivery of iron in the Docks. As the existence of these delays was recognised, a Sub-Committee was at once appointed to report on the matter and the first step taken was to ask the Chambers of Commerce at Calcutta and Karachi for information on the following points :— (1). When a cargo of iron is discharged how do the various consignees obtain delivery? (2). How, and by whom, are the goods of the respective consignees separated? (3). How, and by whom, are the goods of the respective consignees stacked after they have been separated? (4). Is the method such, that in the event of a dispute about one part of the cargo, the goods of other merchants are held in suspense?

Application was also made to the Karachi Port Trust for a copy of the latest scale of tolls and other charges framed under Section 43 of the Karachi Port Trust Act; and to the Calcutta Port Commissioners for a Schedule of Charges for landing and shipping goods in the Calcutta Docks and Quays.

The reply of the Karachi Chamber was received promptly, but some delay attended the receipt of the required informa-

tion from Calcutta, and the action of the Sub-Committee was suspended in the meantime. They, however, met on the 19th March and in view of the fact that the Port Trust was understood to have the whole question of the deliveries of Iron under consideration, it was resolved after full discussion to recommend to the Committee of the Chamber that no action should be taken pending publication of the Port Trust proposals which, the Special Committee, would, if necessary, then consider and report upon. They, however, recommended that certain extracts of letters describing the systems adopted in other ports should be recorded for future reference, together with a note to the effect that in Calcutta and Karachi importers deliver **ex Godown**, whereas in Bombay delivery is commonly made from Bunder. (The letters referred to will be found in the Appendices). Further enquiry into the matter was, therefore, suspended.

On the 27th June, however, as no action had apparently been taken by the Port Trustees, the Committee requested that body to inform them as to what measures had been or were about to be adopted in the matter. In reply, the Committee were informed, that the subject had engaged the serious consideration of the Board early in the year, and proposals had been framed for a change of system, which it was believed was calculated to remove the cause of complaint. These proposals involved a considerable enhancement of the Dock charges on iron and to a large extent depended for their success on the Board being able to secure the assistance of an expert in the Trade independent of the influence of those directly interested. The scheme presented certain difficulties, and after discussion it had been decided not to proceed with it, pending a further representation from the Trade, it being moreover understood that those most concerned were not for the time being desirous of any change. Consideration of the matter had, however, been resumed by a Committee of the Board, on receipt of the Chamber's letter, and further representations from certain importers and Steamship Agents, and the Committee after prolonged discussion came to the conclusion that tentative procedure on lines

admitting of expansion and enlargement in the direction of more complete control of deliveries was the most advisable course that could be adopted. They, therefore, recommended certain proposals to the Board, the object of which was, to secure the earliest possible clearance of the goods for the benefit not only of the consignees, but in the general interests of the trade of the Port.

Referring to these proposals the Committee informed the Board that they appeared to be a step in the right direction and that they would watch with interest the improvements that may result.

The **new Regulations** were subsequently sanctioned by Government and will be found in *Appendix* **S.**

PORTERAGE AT THE BALLARD PIER.

(*See Chamber's Report* 1901, *pp.* 113-115.)

Reference was made in last year's report to annoyances resulting from the virtual monopoly, by certain licensed coolies, of the work of porterage at the Ballard Pier, from which outside coolies are excluded under the existing health regulations. In the appendices will be found a letter addressed to Government on the subject after various attempts to discover who controlled these coolies. Up to the time of writing no reply has been received, but a reminder has been sent. On the 19th March the Health Officer of the Port, having read in last year's Report the Committee's reference to the question, addressed the Secretary, explaining that the Port Health Department license neither coolies nor boatmen and contending that the health regulations had absolutely nothing to do with the extortionate charges referred to. When the complaints appeared in the press he wrote to the P. & O. Co. and other shipping firms drawing their attention to the matter and as he knew that these shipping companies provide coolies and boats free, he suggested that a notice board be put up at the Bunders for the information of passengers, stating that the company's coolies and boats are provided free of charge. The companies promptly put up the

notices and therefore, in his opinion, if passengers choose to tip or pay coolies, it could only be of their own free will.

In para. 5 of the same letter, the Health Officer discussed the question of allowing **friends to accompany passengers** on board of vessels ; and in pointing out that delay attends in the examination in consequence of allowing a considerable number on board, and again in getting them off the vessel, he suggested that the Chamber should devise a special ticket of admission, for which a fixed fee should be charged and that all such fees realized should be credited to some local charity.

The Secretary, in acknowledging receipt of the letter, explained that the Committee understood the exclusion from the Ballard Pier of all coolies but those to whom badges are issued by the Police, to be made in pursuance of the existing health regulations. It had, however, never been suggested by the Committee that the Health Officer's Department license coolies or boatmen or had anything to do with the extortionate charges made in some cases. With reference to the latter paragraphs of his letter the Committee did not think that any useful purpose would be served by their intervening in favour of the suggestion of instituting a fee to be charged to passengers' friends for the right of boarding vessels.

The Health Officer of the Port, in thanking the Chamber for their letter, inquired whether the Committee would be so good as to offer any suggestions which would help him in dealing with the question of **passengers' friends being allowed on board** of ships. The Committee did not feel the matter to be one in which it would be expedient that they should offer such suggestions as were invited and the Secretary accordingly addressed the Health Officer of the Port in those terms.

As mentioned in last year's report, the Committee addressed the Port Officer on 15th November 1901, and suggested that the best means of preventing such extortion as had been brought to their notice would be to advertise an authorized tariff of charges in conspicuous places on the Bunders and to affix a copy of such tariff to each boat, to be produced on demand. No reply to this letter has been received, but the

Bombay Port Trust, on the 13th May, in referring to it, stated that if each of the 428 passenger licensed boats were to carry a plate saying that the boatman was required to produce his license with the table of fees, it would entail a cost of Rs. 1-8 per boat. This rule was applicable to public conveyances, but is not enforced in the case of recklas and would probably be deemed a hardship if made applicable to licensees of tonies. Under the circumstances, the Board suggested, it would meet the case if the table of fares were exhibited at each passenger bunder, with a notice making it compulsory for every boatman to produce his license with a copy of the table of fares on being required to do so by any passenger.

It was the opinion of the Committee that the Port Trust's suggestion would serve all practical purposes, and the Secretary communicated this view to the Board of Trustees in a letter dated 22nd May. A letter dated 23rd December has since been received from the Port Officer, in which it is stated that enamelled plates containing Table of Fares have now been exhibited at all Passenger Bunders together with a prominent notice to the effect that :—

> "Every boatman is bound to produce his License with a copy of "the table of fares for the information of any hirer or passenger."

Tables of Fares are also exhibited at the several landing places.

A letter dated 19th December has also since been received from the Chief Secretary to Government stating that the question of rules to regulate porterage at the Ballard Pier and other landing places in the Port of Bombay, has been referred to the Commissioner of Police.—(*Appendix* T).

DELIVERY OF GOODS ON SUNDAYS AND OTHER HOLIDAYS.

(*See Chamber's Report*, 1901, *pp.* 120-457).

In the Report for 1901 reference was made to the proposal of the Bengal Chamber of Commerce that an identical ruling for all Indian Ports should be established regarding goods falling

due for delivery on a Sunday or on a Charter-Party and shipping holiday.

In addressing the Committee again on the subject, under date 18th April 1902, the Bengal Chamber intimated that, after a reference to the members of that body, it had been decided to adopt the following ruling ; but that before bringing it into operation they would like to know whether it met with the approval of the Committee, and would be generally adopted in Bombay. The new rule reads as follows :—

" Goods falling due for delivery on a Sunday or on a Charter-Party and shipping holiday must be delivered on the day previous to the Sunday or the Charter-Party and shipping holiday, as the case may be."

As the matter was one more directly connected with the cotton trade of this Port, the Committee, in the first instance, forwarded a copy of the Bengal Chamber's communication to the Directors of the Bombay Cotton Trade Association, Limited, with the intimation that the Committee were in favour of the institution of a uniform rule for Bombay and Calcutta, and enquired whether, in the interests of such uniformity, the Directors would be prepared to amend Rule 25 of the Association in order to bring it into line with the one adopted by the Bengal Chamber. Rule 25 of the Association reads as follows :—

" When the due date falls on Sunday or on the following days, *viz.*, Good Friday, Christmas Day, New Year's Day, and the day fixed by the Governor-General in Council for the observance of the King's Birthday in India, it shall be considered as falling on the following day ; nor shall Sunday or any of the days mentioned above be computed as forming any portion of the time allowed for any purpose under these rules."

The matter was in due course considered by the Bombay Cotton Trade Association, Limited, but as any changes in its rules could only be effected by the vote of the general body of share-holders, the Directors informed the Bombay Chamber that the matter would be brought up for discussion at the next

general meeting of the Association to be held in the month of December.

A reply in this sense was addressed by the Committee to the Bengal Chamber of Commerce, under date 31st May 1902, and it was added that should the new rule be then adopted, the Committee would submit a similar rule to the members of the Bombay Chamber.

The Committee were subsequently informed by the Bombay Cotton Trade Association, Limited, that at the General Meeting of its Shareholders, held on 18th December 1902, Rule 25 of the Association had been amended, the word "previous" having been substituted for the word "following" in the fifth line of the Rule. (*See preceding page of this Report.*)

An identical ruling has since been approved by the Chamber of Commerce at Madras, and another will be brought forward for adoption at the next general meeting of the Chamber of Commerce at Karachi, as also at the Annual Meeting of the Bombay Chamber.—(*Appendix* **U.**)

DESPATCH OF GOODS BY RAIL FROM DOCKS TO STATIONS ON THE G. I. P. RAILWAY AND CONNECTED LINES.

The following Notice was forwarded to the Chamber by the Port Trust at the time of its issue :—

1. In order to save merchants or parties who have goods at the Docks which need to be exported by rail to Stations on the G. I. P. Railway and connected lines, the expense of cartage from the Docks to Waree Bunder, arrangements have been made whereby such goods will be booked and despatched from the Docks direct, in lots of any size, big or small. Railway receipts will be obtainable at once from the Railway Officials who will be stationed at the Docks.

2. The Docks Railway siding charge is only 4 annas per ton, equal to say, annas 3 per cart load, or 1 anna per 5 cwt.

3. Until the despatching business is established, it is desirable for parties deciding to despatch goods from the Docks, to give a few hours' previous notice to the Docks Superintendent to allow of wagons being provided. A day's notice would be preferable.

4. The arrangements will be in effect from the 24th February 1902.

ADEN PORT COMMISSION.

(*See Report for* 1900, *pages* 91 & 272, *also* 1901, *pages* 65 & 325.)

It will be remembered that in November 1901, the Committee learned indirectly that a Commission had been appointed to report on the question of a Public Wharf at Aden ; and that they thereupon suggested to Government that the question of **Mooring Charges** in that Port might be included in the reference to the said Commission. This was conceded, the Commission having held preliminary meetings on the 1st and 2nd November to settle the procedure to be followed.

The Report of the Commission was dated the 30th December 1901 ; but great delay attended its publication, and on the 20th June 1902, a number of members representing the shipping interest addressed a joint letter to the Committee on the subject. The signatories, understanding that the proposals of the Commission had been referred by the Government of Bombay to the Government of India for sanction, and considering the very great importance of the issues involved, recommended in the first place that Government should be invited to publish the Report and invite criticisms, and in the second place, that the Bengal Chamber should be asked to co-operate.

The Committee unanimously agreed to these recommendations and on the 24th June they telegraphed to the Government of India in the sense suggested.

On the same day they received from the **Bengal Chamber of Commerce** a letter, from which it appeared that the said Chamber had received a copy of a representation, supposed to have been addressed by the Shipping Interest in Bombay to this Committee. The Bengal Chamber affirmed a strong opinion that the primary need of the Port of Aden was the **deepening** of the harbour. They deprecated the large expenditure understood to be proposed by the Commission for reclamation of foreshore and construction of a **public wharf.** They agreed with the views said to be set forth in the document in question, regarding the expediency of devoting the whole available Port

Revenue to the deepening of the inner harbour, and the propriety of the Imperial Government's giving a grant-in-aid for the same purpose. The letter concluded with an offer of support to any representation in the matter that might be made by this Chamber to the Government of India.

It was subsequently ascertained that some such representation as was here referred to, had in fact been drafted by certain members of the Shipping Interest, but had been abandoned in favour of that of 20th June. A telegram was therefore at once despatched to the Bengal Chamber to the effect that no representation in the sense supposed had yet been received, but that the Chamber had telegraphed to the Government of India, suggesting publication of the Report for discussion before any measures were taken, and would be glad of the Bengal Chamber's support.

On the 14th July the Government of Bombay forwarded to the Chamber a copy of the Proceedings and Report of the Commission, together with a supplementary letter dealing with a special matter and requested an early expression of the Committee's views on the subject of the proposals therein made.

A Special Committee, consisting of the Chairman and Deputy Chairman, together with Messrs. Ritchie and Monteath, representing the P. & O. and B. I. Steam Navigation Companies, was at once appointed.

This Special Committee had before them, in addition to the documents already referred to, (1) letters from the Aden Chamber of Commerce, dated 20th and 21st June and 20th July (with enclosures), (2) Copy of a memorial addressed by representatives of the Shipping Interest in London to the Secretary of State for India under date 16th June 1899, which had appeared in the press, (3) Aden Trade and Navigation Returns, (4) Reports of the Aden Port Trust and Chamber of Commerce. These papers will be found in the Appendix.

The Special Committee met repeatedly, and on the 14th of August, a letter in the terms of their recommendation to the General Committee was addressed to Government. It is unnecessary to summarise the recommendations in question, as the text of the letter will be found in the Appendices and gives them succinctly. Briefly, the Committee re-affirmed their constant opinion that the first requirement of the Port was the deepening of the Inner Harbour, and further showed reasons for holding that the scheme proposed by the Commission would not attain the objects had in view, unless a substantial grant-in-aid were obtained from the Imperial Government.

Subsequent to the preparation of the Chamber's letter, another letter, dated 9th August, was received from the Aden Chamber, accompanied by certain notes prepared by their Honorary Secretary, regarding the proposals of the Commission, and by a letter addressed to that gentleman by Mr. Hormusjee Cowasjee, one of the signatories to the Report. The correctness of the statement made in the latter of these two enclosures, that the official scheme for the Public Wharf was brought forward only 48 hours before the Commission closed its sitting, has been controverted.

Copies of the Bombay Chamber's letter were forwarded to to the Chambers in Calcutta, Karachi and Aden, for information ; and those bodies furnished copies of their representations, which will be found in the Appendices.—(*Appendix* V.)

ADEN CHAMBER OF COMMERCE.

On the 22nd May 1902, the Aden Chamber of Commerce addressed the Chamber regarding the position in which the commercial community of Aden stands towards the Aden Port Trust, pointing out that in the constitution of the Board of Trustees there is no reference to the Aden Chamber of Commerce, and submitting that, as the Merchants and Shipping Agents of Aden pay every penny of the Revenue of the Port, they ought to have the right to name their representatives on the Board.

To the letter was attached a statement drawn up for the purpose of showing that of the entire Revenue of the Aden Port Trust for 1901-02, 72 per cent. had been paid by 19 members of the said Chamber. The letter concluded by giving the views of the Chamber on the re-construction of the Board and by requesting the Bombay Chamber to take the whole question into consideration and extend to them the benefit of their advice and assistance. The Aden Chamber further asked the opinion of this Chamber whether there is any bar or hindrance to a foreigner being a member of the Aden Port Trust and mentioned that a citizen of the United States was, as a matter of fact, elected by the Government of India as a member of the Aden Port Commission, in December of 1901.

The Committee in their reply, dated 13th June, informed the Aden Chamber of Commerce that after full discussion, they were not of opinion that the question was one which it lay within their province to take up.

A further letter, dated 21st June, was received from the Aden Chamber, enquiring whether this Chamber could suggest any steps by which the Aden Chamber could obtain a voice in the arrangement of the Port. The Committee replied that they knew of no other course in such matters, but to make representation to Government, which they had generally found most willing to give due consideration to any reasonable proposals on behalf of the commercial community.—(*Appendix* **W.**)

CONTROL OF WHANGPOO RIVER.

CONSERVANCY BOARD ESTABLISHED.

On 21st August 1902, the Bombay Government forwarded to the Chamber a copy of a Notification of the Government of India regarding the establishment of a Conservancy Board for the control of the Whangpoo River in China. The text of that Notification will be found, if required, in *Bombay Government Gazette* of the 7th August 1902, page 1324.

MEASUREMENT OF GOODS ON DOCK HOLIDAYS.

EXTRA FEES RECOMMENDED.

A Sub-Committee met on the 8th May 1902, and after discussion, it was resolved that the Committee be recommended to alter No. (16) (*e*) of the orders issued by the Committee from time to time as provided under Measurement Rule XVII, as follows :—

> "The attendance of a Measurer on a Sunday or one of the Char-
> "ter Party Holidays when the Docks are closed may be secured
> "on application to the Secretary accompanied by the sum of
> "Rs. 15 which shall be paid by him to the Measurer appointed by
> "him to attend. The fee of Rs. 15 shall cover the services of one
> "measurer for one ship. If two measurers are applied for, two fees
> "of Rs. 15 must be paid at time of application. If a measurer is
> "required to work on more than one steamer, a separate fee of
> "Rs. 15 must be paid in respect of each steamer."

MEASUREMENT DEPARTMENT WORKING.

In the Measurement Department the year was marked by certain serious incidents which necessitated a reorganization of the staff.

At one time there was a question of the Committee's undertaking prosecutions against various persons, but the advice of their solicitors and of a leading Counsel consulted, was opposed to such action.

One of the dismissed measurers laid a criminal information against another with the result that the legal merits of the case were publicly tested without any direct action of the Chamber ; and it will be seen from the Press Reports of the successive trials in the Police Court and before the Sessions that the effect of such test was substantially to fortify the advice given by the Solicitors and Counsel. Certain of the considerations on which that advice was founded, render it inexpedient to state in a public Report, facts other than those brought out in evidence. Members are therefore referred to the Press Reports already referred to, which will be found in the Appendices. It

must not however be supposed that the case as brought out in Court tallies in all respects with the case as known to the Committee.

Since the adoption of the present Measurement Rules in March of 1901, there has appeared in the average measurements of certain classes of goods so marked an increase as to suggest that these new rules were much wanted and have to a large extent effected their purpose. During the investigation of the incidents already referred to, it became known to the Committee that the disclosures resulted indirectly from the institution of those Rules and from the periodical surprise visits made for purposes of re-measurement. There was some reason to suspect that irregularities in the Department had been not infrequent, and the Committee instructed the Secretary to obtain a conviction if possible.

The opportunity occurred on the attempt of one Khima Arjoon to bribe a Measurer. The Measurer promptly reported the matter to the Secretary and by him was authorised, should the man renew the attempt, to accept the bribe and issue the certificate as desired. The Secretary then in his private capacity laid an information which was successful, the accused being convicted and sentenced to four months' imprisonment. The Press Reports of this case also will be found in the Appendices.

As the Rules of the Chamber do not clearly empower the Committee to devote any of the Chamber's monies to the institution of a prosecution even when such a course is obviously desirable in the general interests of trade, it is intended to bring forward at the General Meeting at which this Report will be submitted, a new Rule giving the necessary power to the Committee. A special Resolution confirming and sanctioning the legal charges incurred in connection with the above cases will also be submitted.

The Committee desire to draw the attention of Shippers and Shipmasters to the fact that *Temporary Measurement slips* are prepared for Shipper and Shipmaster at moment of Measure-

ment, and that the prevention of irregularity or negligence in the conduct of the work depends to a great extent on these Temporary Slips being taken and checked by the persons for whom they are made out. It must necessarily be with those persons to apply for the slips, and the Committee will be obliged if all firms will instruct their representatives to do so.

Special attention is directed to Rules 21, 22 & 23.—(*Appendix* **X.**)

THE INDIAN PORTS ACT, 1889 (X of 1889).

(*See Chamber's Report for* 1900, *p.p.* 75, 185 ; *also* 1901, *p.p.* 66, 337).

In January 1902, the Bombay Government, with the aid of the Commissioner of Customs, Salt, Opium and Abkari, formulated certain rules, under section 6, sub-section I, clause (*p*) of the Indian Ports Act, 1889, as amended by Act III of 1901, for the purpose of regulating the action, including the disposal of dead bodies, to be taken in the case of **vessels arriving** in the ports of the Bombay Presidency (excluding Sind and Aden) on which there is or has been any case of dangerous, infectious or **contagious disease, or any death.**

A copy of the proposed rules was, in the first instance, received by the Chamber from the Commissioner of Customs, under date 10th January 1902, with a request that the Chamber would communicate to him any observations or criticisms which it might desire to make. Following the usual practice in such cases, the Committee circulated the papers, with the relative correspondence, among the representatives of steam-ship Companies in Bombay, for an expression of their views. No suggestions, however, were submitted, and as the proposed regulations were the outcome of the correspondence referred to in Government Resolutions in the General Department, No. 2209 of the 24th April 1900, and No. 744 of the 6th February 1901—copies of which will be found in the Chamber's reports cited above—the Committee, after a careful examination of the rules, informed the Commissioner, under date 20th February 1902, that they had no observations or criticisms to offer.

Later in the year—namely, under date 8th November 1902—the Committee received from the Secretary to Government, Revenue Department, Bombay, a copy of a Bill to further amend the Indian Ports Act, 1889, with a request for opinion on its provisions.

The proposed enactment, as pointed out in the statement of Objects and Reasons, aims at correcting three defects of a formal character which have been brought to notice in the working of the Indian Ports Act, 1889. It was explained that the exemption allowed by the proviso to section 47 of the original Act, might, in spite of the generality of the term "vessel," be regarded as not including vessels "**in ballast,**" which are dealt with separately in section 46. As there is no reason for excluding vessels in ballast from the exception in question, the Government of India considered it safer to re-enact the proviso as part of an independent section.

As regards the second defect, it was pointed out that the entry in the fourth column of Part I of the First Schedule opposite the Port of Calcutta, required revision in order to bring it into accordance with the actual practice under which **port dues** on coasting vessels entering that port are levied only **once in sixty days.** The existing exception of "dhonies and country vessels," it was explained, was not adapted to modern conditions, and the new entry proposed by the Bill would substitute a more liberal provision on the lines of the corresponding entry against Chittagong, under which both mail-steamers and coasting-vessels would only have to pay port-dues once in sixty days.

The third defect refers to the necessity for the addition of a proviso to *Explanation* I to Part II of the same schedule, under which it is possible for a vessel to be classified as "foreign" and also as "coasting" during one and the same voyage. The proposed Act makes it clear that such a vessel is liable to levy of port-dues in either scale, whichever is the higher, but **not on both scales** cumulatively.

The papers received the careful consideration of the Committee and as the proposed amendments seemed to them to be

desirable in every way, they informed Government, under date 13th November 1902, that the provisions of the proposed measure met with their entire approval.—(*Appendix* Y.)

RULES UNDER THE INDIAN STEAM SHIPS ACT, 1884.

(*See Chamber's Report*, 1901, *pp.* 67-351).

The draft rules framed by Government in 1901, (under the above Act) to regulate the granting of certificates of competency to Engineers of sea-going steam-ships, were finally published in September 1902, and will be found in the *Bombay Government Gazette*, dated 18th September 1902, p. 1563, Part I.

PERIM LIGHTS.

(*See Chamber's Report*, 1901, *pages* 100-409.)

In the Report for 1901 reference was made to the refusal of the Board of Trade to bear any part of the cost of improving the lights at Perim, and the consequent decision of the Government of India to abandon for a time all projects in the matter. In the despatch of the Government of India to His Majesty's Secretary of State, dated 31st October 1901, it was stated that, though the cost of the work required would not be great, the principle involved was important, and that they saw no reason to recede from their former position and to impose on India the whole charge for a work in which she was only one of several parties interested. The Despatch continued :—"We admit "that clear necessity has been shown for the improvement of the "Perim Lights, and we do not underestimate the great import- "ance to India of the proper lighting of the Red Sea route. "But the United Kingdom and all the British Colonies and de- "pendencies in the East are also interested in this route, and "the British ship-owners have a special pecuniary interest in it. "Under the circumstances we think that our offer to bear half "the cost was the utmost that could rightly be undertaken on "behalf of India, and when we last addressed your Lordship on "the subject we had decided that, if the offer were to be finally

" rejected, we should be compelled to desist from the work alto-
" gether. As the Board of Trade declines to co-operate in the
" matter, we have no alternative but to abandon the project, and
" though we do so with regret, we feel satisfied that the respon-
" sibility for any loss of life or property that may ensue will not
" rest upon our heads." This resolution was communicated by the Government of India to this Chamber by a letter dated 20th January 1902; and on the Committee's circulating that letter to the Shipping Companies, it elicited from the latter a joint letter urging that the matter was one of sufficient gravity to warrant a further representation to Government. The Committee accordingly addressed the Bombay Government again, under date the 27th February 1902, with a request that His Excellency the Governor in Council might be pleased to represent to His Excellency the Viceroy the expediency of communicating again with the Secretary of State in the matter, to the end that the Board of Trade might be moved to accord to the proposed and necessary improvements of the Perim lights, a measure of assistance proportionate to the Imperial interest in the safety of the British shipping passing that Island. In the body of the Report for 1901, this letter was referred to as " in contemplation " but it was ready in time to be printed textually in the Appendices.

In view of a very categorical reply made in Parliament by the President of the Board of Trade as to the **legal inability** of the General Light House Fund to contribute to the improvements at Perim, the Committee on the 5th April 1902, represented to Government that it would be inexpedient on a mere matter of principle, to lose the opportunity of effecting the improvements in question in conjunction with the reconstruction of the light on **Kennery Island.** It was submitted that, having regard to the real danger to shipping at present existing, the consequent call for prompt remedy, the relative smallness of the expenditure involved, and the definite statement of the President of the Board of Trade that it would, at present, be illegal for his Department to contribute, it would be well that

the Government of India should at once undertake the work without assistance, reserving the question of principle for subsequent discussion.

The Chamber's representations were in due course fowarded to the Government of India by the local authorities, and on 15th May 1902, the Secretary to Government, Marine Department, stated that the Government of India was unable to comply with the request of the Chamber—namely, that in view of the urgent necessity that exists for improving the lights at Perim, the work should be undertaken at once at the cost of Indian Revenues, the question of principle as to the incidence of cost being reserved for subsequent discussion and decision. It was, however, added that a copy of the Chamber's last letter—dated 5th April 1902—had been forwarded to the Under Secretary of State for India ; but no further communication had been received up to the time of compiling this report.

Copies of the above correspondence were forwarded by the Committee—under date 29th May 1902—to the Chamber of Shipping of the United Kingdom with a request that that body would use its influence to the utmost to press upon the Home Government the necessity of finding a solution of the dead-lock brought about by the refusal of the Indian authorities to bear the whole cost of the proposed improvements.

In reply, the Chamber of Shipping forwarded to the Committee, under date 17th June 1902, a copy of a communication from the India office, dated 16th April 1902, in which it was stated that the Government of India, in declining to bear the whole cost, considered that an important principle was involved, for they did not admit that the whole cost was properly chargeable to Indian revenues, incurred as it would be for lights required for a route in which the United Kingdom and all the British Colonies and Dependencies in the East were interested equally with India, and in which British shipowners had a special pecuniary interest. It was represented that if the English Satute did not permit the charge to be met from the General Light House Fund Account, it was within the power of Parliament to amend the law or otherwise to authorise the Treasury

to make the necessary contribution of funds. The Secretary of State did not, however, think that the question of improving the lights at Balfe Point at the cost of Indian revenues could be conveniently dealt with apart from the main proposal for the improvement of the light at Obstruction Point. The Balfe Point Light, it was pointed out, was at present only a local light maintained by the Perim Coal Company, and the Government of India,—as will be seen from the correspondence,—was not in any way responsible for it, and would probably not be disposed to bear any portion of the cost of improving it except as part of the whole scheme.

The correspondence of the Government of India with the Secretary of State, forwarded by the Bombay Government on the 23rd April 1902, as also the text of the question and answer in Parliament, already alluded to, will be found in the Appendices.

It may be mentioned that the matter has also engaged the attention of the Bengal Chamber of Commerce, who favoured this Committee with copies of their representations.—(*Appendix* **Z.**)

RED SEA LIGHTS.

(*See Chamber's Reports*, 1889, 1899, 1900, 1901.)

The four new Lighthouses in the Red Sea, which, after many years' correspondence and agitation, the Turkish Government and the Light House Administration had decided to erect, are understood to have made fair progress during the year. Writing to the Chamber on the 27th September 1902, the Bombay Government stated that intimation had been received through the India Office to the effect that the Commander of one of the Hamburg America Steamship Company's boats, which recently passed in proximity to the Lighthouses reported that, according to outward appearance, those on Jebel Teir, Centre Peak Island and Abu Ail seemed to be completed, as staging had been taken off.

Since the above was written, the following information has been communicated to the Chamber by the Secretary to Government, Marine Department, Bombay, under date 17th January, 1903:—

"I am directed to state, that intimation has been received from the Government of India that His Majesty's Ambassador at Constantinople has learned privately from the Ministry of Marine, that a Commission composed of Representatives of the Admiralty and the Light-house Administration is about to start for the Red Sea to take delivery of the new light-houses, which, as soon as this formality is accomplished, will commence working. His Majesty's Ambassador also promises to report the date on which the new lights will be put into use as soon as he is able to do so."—(*Appendix* **AA.**)

LASCAR SEAMEN.

ALTERATIONS IN THE FORM OF AGREEMENT.

(*See Chamber's Report*, 1896, *pp.* 84, 315.)

In the *Gazette of India* (Part I.) dated 2nd August 1902, there appeared a Resolution by the Government of India, Finance and Commerce Department, dated 1st August 1902, dealing with certain proposals to alter the first clause of the form of lascar agreement. In 1886, when the matter was referred to the Chamber, the majority of the authorities who were consulted by Government were opposed to any alterations that would permit lascars being sent to ports on the East Coast of America, north of 38 degrees north latitude, during the winter months. The question has, however, been revived during the past year, owing to petitions having been addressed to the Secretary of State, from a number of shipowning firms, and to represention having been made by the German and American Ambassadors in London, urging the abolition or modification of that clause in the Agreement which thus limits the employment of lascars. The Secretary of State accordingly addressed the Government of India in a Despatch dated 13th June 1902, and asked them to consider whether, as an experimental measure, the limit might not be raised from 38 to 43 degress north latitude in the case of lascars who volunteer for such employment, and who are employed solely between decks in the engine and steward's Departments. In the petitions of the shipping firms it was stated that stringent regulations, which might have been necessary when the form of Agreement was originally drawn up, were no longer required, as in the modern steamers which ply in the trades between the United States and the East, native seamen are accommodated in comfortable quarters with proper heating fixtures, &c. The Board of Trade, which was consulted in the matter, was, it appeared, prepared to accept the proposed modification as an experiment, provided that regulations were made and strictly enforced to secure the proper heating of the lascars' forecastles, and the provision of warm clothing throughout the winter months.

In these circumstances the Government of India decided to sanction the proposed change, and the resolution quoted above directed, under Section 27 (I) (*a*) of the Indian Merchant Shipping Act, 1883, (*V* of 1883), that the proviso to the first

clause of the Form of Agreement signed by Indian seamen engaging for voyages to foreign countries should be modified as under :—

Present Proviso.

"Provided always that during the said period of six months between the 1st day of October in one year and the 31st day of March in the succeeding year, the said crew shall not be bound to serve on voyages to any port in the Baltic or any port on the East Coast of America, north of 38 degrees north latitude ; and provided also that, save under special agreements, voluntarily undertaken, the said crew shall not be bound to serve on a voyage round Cape Horn."

New Proviso.

"Provided that, (*a*) save under special agreements, voluntarily undertaken, the said crew shall not be bound to serve on a voyage round Cape Horn ; and (*b*) during the said period the said crew shall not be bound to serve between the 1st day of October in one year and the 31st day of March in the succeeding year—(1) on voyages to any port in the Baltic ; (2) on voyages to any port on the East Coast of America, north of 38 degrees north latitude, except under special agreements, voluntarily undertaken, by members of the said crew, employed solely between decks in the Engine and Steward's Departments to serve on voyages to ports on that Coast between 38 degrees and 45 degrees north latitude."

This amendment was communicated to the Chamber on 19th August 1902, by the Shipping Master, Bombay, and was in due course circulated among the shipping firms interested in the matter.

COLOURED SEAMEN ON MAIL STEAMERS.

AUSTRALIAN POSTAL BILL.

(*See Chamber's Report* 1901, *pp.* 58-313.)

In 1901, this Chamber, supported by that of Bengal, protested against the prohibition by the Australian Commonwealth of the

granting of mail contracts to Steamship lines carrying coloured crews. On the 19th February, Government informed the Committee that their representations had been forwarded to the Secretary of State.

In July, the Bill in question having meantime been ratified, the Committee obtained from Government a copy of the correspondence passed between the Government of India, the India Office and the Colonial Office in the matter, and these will be found in the Appendices. Special attention should be paid to the letter of the Colonial Office dated 4th April 1902, as defining the attitude of the British Government in such matters. It will be seen that it is one of the most complete non-interference.

On the 11th July, the Bengal Chamber, with these same papers before them, inquired of this Chamber whether it was proposed to take any further action, and the Committee replied in the negative.

A reference to further legislature of the same kind appeared in the *Times of India* of the 1st December. It is announced that a Bill is being introduced by Sir Edmund Barton requiring vessels engaged in the Australian Coasting Trade to pay local rates of wages and excluding therefrom vessels of nations prohibiting British Trading between their ports. Similar laws exist in America and elsewhere and the expediency of importing the principle into the laws of the United Kingdom is canvassed in the Report of the Select Committee on Steamship Subsidies of which a review will be found in the *Times* of the 10th December, page 4 and in that of 12th December page 7.—(*Appendix* **BB.**)

STEAMER CHARTERS.

QUESTION OF LAY DAYS.

On 11th June 1902, the Bengal Chamber of Commerce addressed the Committee in connection with the lay days of a steamer chartered for a cargo of coal, and enquired whether there was any custom or ruling in Bombay which would be applicable to the following case :—"A steamer chartered for a cargo of coal

with 15 days for loading and discharging, (not so many days for loading and so many days for discharging) lay days commencing at 6 a.m. on Monday and loading finished by 9 a.m. on Wednesday, how many days are left for discharging? The contention of the Charterer is that 12 days and 21 hours is the time left for discharging the steamer; the Agents of the vessel, on the other hand, contend that 12 days only remain for discharge."

The point in question appeared never to have been raised in this Port, but the Committee were of opinion that, in the case submitted, the Charterers were entitled to that number of hours by which the total number of hours allowed for loading and discharging exceeded the number of hours consumed in loading. As presumptive evidence for the recognition of parts of days, the Committee, in conveying the above opinion to the Bengal Chamber, alluded to the practice of allowing part working days on account of weather.

On 14th July 1902, the Bengal Chamber informed the Committee that under the special circumstances of the Charter in question, that body had decided that the Charterer should be allowed half-a-day on the day on which the ship only worked three hours.

NOTICE OF READINESS OF A STEAMER ON A CHARTER-PARTY HOLIDAY.

The question as to whether Charterers can refuse to accept notice of readiness of a steamer on a Charter-Party holiday was referred to the Chamber by a member on 17th April 1902, and the Committee were asked for an opinion on the point. Seeing that the matter had already been decided by the Committee on previous occasions, the writers were referred to the following rulings recorded in the Chamber's reports for 1888 and 1890 :—

> "In reply to an enquiry from Messrs. Killick Nixon & Co., dated 12th September, as to whether notice of the arrival of a steamer could be served on a Charter-Party holiday, the Committee replied that such notice could not be served on a holiday or on Sunday."

"On 11th January 1890, a similar enquiry was made by Messrs. Finlay, Muir & Co., the steamer in their case having completed discharge on 1st January and notice of readiness was given to the charterers on the 2nd. The Committee gave it as their opinion that, the 2nd January having been both a holiday under Charter-Parties and a holiday under the Negotiable Instruments Act, Charterers could not be compelled to accept notice of a steamer's readiness to load on that date."

DEFINITION OF A WORKING DAY FOR SHIPS AND STEAMERS.

The attention of the Committee was called in the early part of the year to the following clause which appeared in the Bill of Lading of a steamer by which cargo was consigned to a certain firm in Bombay, namely :—"Delivery to be commenced and taken immediately the steamer arrives and as fast as the steamer can put out—not responsible for weight or condition." The firm enquired whether any decision of the Chamber had been recorded to the effect that under this clause it was binding on consignees to take delivery of the cargo at night or otherwise.

In the reply, the firm was referred to the following decision given by the Committee in 1889, which will be found in the Chamber's Report for that year :—"On 18th May, Messrs. Killick Nixon & Co., enquired whether, in the case of steamers and ships, a working day consisted of ten hours and did not necessarily include night work. The Committee gave it as their opinion that, provided no other agreement or definition was stated, a working day in Bombay for ships and steamers was generally understood to mean from sunrise to sunset."

WORKING OF STEAMERS ON SUNDAYS.

At the instance of the Colombo Chamber of Commerce, the Committee addressed the Collector of Bombay as to whether steamers arriving in Bombay were permitted to load and discharge cargo on Sundays $\frac{\text{and}}{\text{or}}$ coal in Harbour or Dock on Sundays ; if so, was the privilege confined to Mail Steamers and what dues

were enforced. The information furnished by the Collector was communicated to the Colombo Chamber, and was to the following effect :—Except Mail Steamers no Steamers are allowed to work on Sundays to either load or discharge, nor are they allowed to coal. Section 72 of the Sea Customs Act prohibits Sunday-Work except with the written permission of the Collector.

Steamers belonging to the P. & O. S. N. Co., and B. I. S. N., Co.,—as Mail Steamers—have the privilege of working coal on Sundays without special permission. They do not often, however, avail themselves of it to any extent, except when they work cargo as well. The concession to coal on Sundays was given to these two lines in 1869, and to Messrs. Shepherd & Co., in 1890.

A special fee at 6¼ annas per ton of the registered tonnage of the vessel, subject to a maximum of Rs. 200 and a minimum of Rs. 50 for any one vessel, is levied for each vessel permitted to work cargo between midnight on Saturday and midnight on Sunday. Besides this special fee, the ship has also to pay the fees of officers required to supervise the work at the rate of Rs. 14 for each officer.

Ships in dock pay somewhat similar fees to the Dock authorities. The Trustees' fees are only payable when a ship works in Dock. The Customs' fees are the same for vessels in the Dock or Stream.

TIME OF DELIVERY UNDER F. A. S. CONTRACTS IN CALCUTTA.

The Committee were favoured in October 1902 with a copy of a circular addressed by the Bengal Chamber of Commerce to its members, setting forth the new Ruling adopted by them in the above matter, which reads as follows :—

" In the event of shipment of goods sold under F. A. S. Con-
" tracts being deferred until the last day stipulated in the
" Contract, the goods must be placed alongside the vessel not
" later than 2 o'clock p. m., on that day in order to constitute
" a proper tender under the Contract."

TONNAGE SCALE.

MAIZE.

In March last, the Committee received a letter from the Karachi Chamber of Commerce, informing them that it was proposed to increase the Tonnage Scale of Maize in Karachi from 16 to 17 cwt. to the ton; and as it was desirable that the Karachi and Bombay Scales should be uniform, the writers enquired whether the Committee would join them in altering the present scale for that article. The Committee replied that, no Maize being available in Bombay, they were unable to make the necessary tests, but that they would like to hear what results were obtained in Karachi in a series of tests made at different seasons of the year, as it would not be desirable to alter the scale of such a commodity as Maize on the strength of the results obtained by one test only. To this the Committee received a reply stating that further tests were being made in Karachi. In a letter dated 21st May 1902, the Committee were accordingly informed that further experiments made in Karachi confirmed the previously advised opinion that the Tonnage Scale of Maize should be raised to 17 cwts. to the ton. To this the Committee replied that, in the absence of any Maize shipments in Bombay, and considering the consequent impossibility of making tests here, they accepted the decision of the Karachi Chamber of Commerce in the matter and would submit it for adoption by the members of this Chamber at the next General Meeting.

The alteration in the Tonnage Scale for Maize from 16 to 17 cwt. to the ton will accordingly be recommended at the Annual General Meeting to be held in the beginning of 1903.

Enquiries were received from members and others regarding the tonnage scale for various articles, which, not being on the Tonnage Schedule, are subject to private arrangement between ship and shipper.

In this port **round timber** is measured for tonnage in the same way as square timber but with one-fifth off. As this system is not followed in certain other ports, there are occasional com-

plaints ; but these are rare, the trade being accustomed to the present practice.

An application was received from a member for a revision of the Tonnage Scale of **Nux Vomica**, on the ground that almost all the produce of that commodity was being shipped to Cochin, for transhipment thence to London, because the Tonnage Scale of the former port was more favourable than the Bombay one. In reply the Committee stated that in the absence of imformation as to the quantity of Nux Vomica, which might reasonably be expected to be attracted to Bombay by a more favourable tonnage scale, they did not feel that the business in that article at present done in Bombay was sufficient to justify a retest. In reply to this the Committee were imformed that on an average from four to six thousand hundredweights of the commodity were yearly diverted via Cochin owing to the present tonnage scale existing in Bombay. To this the Committee replied that since the Bombay tonnage scale is based on 40 cubic feet and that of Cochin on 50 cubic feet to the ton, the difference between the two scales did not seem likely to have the effect ascribed to it.—(*Appendix* **CC.**)

CYLINDRICAL PACKAGES.

CUBICAL CONTENTS OF.

(*See Chamber's Report* 1901, *p.* 52.)

In accordance with the intention announced in last year's Report the following resolution was proposed and adopted at the Annual General Meeting held on the 12th March 1902 :—

" That the following addition be made to the Tonnage Scale :—

" Cylindrical Packages, Rolls, etc., 40 cubic feet, and that the following foot note be appended :—

" On and after 1st April 1902, the following formula shall be recognised for the calculation of the cubical contents of Cylindrical Packages, namely, that the square of the diameter be multiplied into the length and one-fifth be deducted from the product."

The formula here adopted is not scientifically accurate (the correct one will be found in the circular letter of 30th December 1901 among the appendices) but the object in view was not so much accuracy as uniformity, and it seemed expedient to adopt a formula that would be easily worked and likely to recommend itself to other Chambers.

Before the matter was submitted to the General Meeting, a circular letter, which will be found in the Appendices, was addressed to the various maritime Chambers of Commerce in India; and it will be seen from the replies of the Chambers at Karachi, Madras, Cochin, Coconada and Rangoon, that they agreed to follow this Chamber's lead in the matter. The Bengal Chamber in its letter of 31st January indicated some misapprehension both of the question and of the effect of the change proposed. The Committee thought it well to remove this misapprehension, and, in a letter dated 24th February, they pointed out that the objection raised by the Bengal Chamber of Commerce to the adoption of the correct formula was that while calculating the actual cubical contents of the packages themselves, it did not allow for the space lost in the interstices between those packages. But the Committee explained that, if this objection applied to a formula giving 125·6 cubic feet in a package whose diameter was 4 feet and length 10 feet, it would seem to be doubly applicable to a formula giving only 98·6 cubic feet in a package of the same dimensions as at present. On the 1st April, however, the Bengal Chamber, being apparently still under the impression that the rule applied to casks as well as to cylinders, declined to alter their present practice, and the Committee while pointing out that the Rule did not apply to casks, but only to cylindrical packages as stated, could only express their regret that the Bengal Chamber was unable to conform to a measure which would have attained the uniformity desired.—(*Appendix* **DD**.)

TONNAGE.

REFERENCES TO CHAMBER.

One special arbitration was referred to, and decided by, the Chamber in the year under review, the parties concerned being

the Bombay Company, Limited, and Messrs. Chugundas and Company.

The dispute related to a consignment of **Crushed Myrabollams**, which was in course of shipment at the time, and as no special scale was laid down by the Chamber for such cargo, the Committee were asked to fix the tonnage at which it should be carried.

In accordance with the usual practice, the dispute was referred to a Sub-Committee consisting, in this case, of Messrs. W. C. Keith, W. Kirk and W. W. Petrie, and these gentlemen having examined a sample of the cargo in question decided that the parcel should be taken at the scale of 10 cwts. to the shipping ton.

In another arbitration referred to the Chamber in August 1902, the Committee were asked to decide upon the scale at which a consignment of **Castor Seed**—erroneously described in the Shipping Bill as "Cawnpore" Castor Seed, instead of "Bombay" Castor Seed—should be shipped, the parties to the dispute being Messrs. Killick Nixon & Co., the shippers, and Messrs. Mackinnon, Mackenzie & Co., the Agents of the on-carrying steamer.

The Chamber's Scale provides for "Castor-Seed, known as Bold Cawnpore description," 10 cwts. to the steamer ton, and "Castor Seed other sorts," 13 cwts.

The dispute was referred to Mr. W. W. Petrie who, having carefully examined the samples submitted by the parties in question, decided that the parcel was not pure Bombay Castor Seed and must therefore be taken at 10 cwts. per shipping ton.

CLAIM FOR SHORTAGE OF GOODS AFTER DISCHARGE FROM STEAMERS.

The Nippon Yusen Kaisha, on 24th July 1902, submitted the following case to the Committee and desired to know whether, on the facts stated, a steamer is in any way liable to pay claims for shortage after her inward cargo has once been removed to the warehouse.

The particulars are as follows :—

The s.s. "Miike Maru" which arrived in Bombay on 13th June, discharged the inward cargo in dock and the packages that were not taken delivery of by the consignees were, according to the Dock's rule, subsequently warehoused on or about the 2nd July. Amongst the packages warehoused, one of the consignees found his one case crape broken and asked the Nippon Yusen Kaisha to send its Surveyor to survey the case in the Warehouse, his intimation regarding the same having been dated the 7th July. The Nippon Yusen Kaisha held that, according to the custom of this port, as far as it was aware, the steamer's liability ceased when once the cargo had been removed from the landing shed. They had, therefore, declined to survey the case in question. An ex-parte survey was held by the consignees in the Port Trust Warehouse, and a claim for shortage was sent in. The delivery order for the case was issued on the 22nd July. (In reply to an enquiry from the Chamber, dated 29th July 1902, as to whether the Nippon Yusen Kaisha possessed a *clean* receipt for the case in question from the Port Trust authorities, a reply was received, under date 30th July, to the effect that the Nippon possessed no clean receipt from the Dock, the remark made by the Dock authorities being "seal broken and case broken.")

In view of the facts stated above, the Committee held that the claim should be entertained by the Nippon Yusen Kaisha, and a reply to this effect was sent under date 31st July 1902.

THE CONTROL OF COASTING CRAFT.

CARRYING CAPACITY.

The Bombay Underwriters' Association have, for some time, been in correspondence with Government and the Bombay

Port Trust with a view to regulations being framed for the prevention of overloading (1) in the case of lighters plying in the Bombay Harbour and (2) native craft plying coastwise.

As the result of the representations made by the Association, Government have decided to deal definitely with the first matter, and by their Resolution No. 4, dated 16th January 1902, they approved of the suggestion of the Port Trustees that rules should be framed under section 6 (K) of the Indian Ports Act X of 1889, empowering the Port Officer, Bombay, to survey cargo boats plying in the Bombay Harbour and to grant certificates determining their carrying capacity : and the Trust was accordingly requested to prepare a draft of the requisite rules for the approval of Government.

On 19th June 1902, the Committee of the Chamber received from the Secretary of the Bombay Port Trust copies of the draft rules which had been framed by the Port Officer, and a request that the Chamber would favour the Trust with its opinion thereon.

The papers were carefully considered by the Committee, and on 27th June 1902, they informed the Port Trust that the proposed rules appeared to them to be unexceptionable. The rules were subsequently submitted to Government by the Trust and it is expected that they will come into force on the 1st January 1903.

As regards Native Craft plying coastwise, Government were of opinion that, owing to the difficulty of devising any satisfactory set of rules for the measurement of the capacity of small craft to which at present the provisions of the Indian Merchant

Shipping Act (VII of 1880) did not apply, they were not able to adopt the suggestion of the Association in this respect. The Resolution added : "It appears that the practice obtaining in England in respect of vessels unclassed at Lloyds is for underwriters to make their own rules and enforce them by means of a surveying staff, and it is open to the Underwriters' Association, Bombay, to adopt a similar course for the protection of their interests in India."—(*Appendix* **EE.**)

FREIGHTS.

MOVEMENT SINCE 1871.

(*See Report*, 1901, *page* 63.)

The interesting record of the movement of Freights since 1873, which was prepared by this Chamber in 1901 and which was printed in the Report for that year, was shown by the Secretary to the Director General of Statistics, with the result that the said energetic official at once caused a similar record for Calcutta and Bombay to be prepared and included in the annual volume of "Prices and Wages." The Director-General of Statistics has preferred 1871 to 1873 as a starting point for this record, and has selected for record the minimum rates in March of each year instead of the average rate as taken in this Chamber's original table. The latter change is probably an improvement; but since the statement of rates in Pounds, Shilling and Pence makes it difficult to appreciate the movement at a glance, the Government table is now converted into shillings and decimals thereof and printed for future reference.

Rates of Steamer Freights via Suez Canal to London from Calcutta and Bombay from 1871 *to* 1902, *in Shillings and Decimals thereof.*

	From Calcutta (per ton).					From Bombay (per ton.)	
	Rice.	Wheat.	Jute.	Linseed.	Tea.	Wheat & Seeds.	Cotton (to Liverpool).
1871 ...	85·00	...	...	95·00	102·50	...	...
1872 ...	57·50	...	85·00	75·00	100·00	30·00	47·50
1873 ...	60·00	...	...	75·00	77·50	40·00	56·25
1874 ...	60·00	62·50	77·50	70·00	90·00	35·00	55·00
1875 ...	35·00	35·00	52·50	57·50	70·00	35·00	37·50
1876 ...	45·00	45·00	40·00	47·50	50·00	35·00	37·50
1877 ...	62·50	62·50	50·00	60·00	60·00	40·00	41·25
1878 ...	25·00	25·00	35·00	35·00	50·00	27·50	22·50
1879 ...	32·50	32·50	42·50	30·00	60·00	20·00	20·00
1880 ...	47·50	47·50	55·00	60·00	50·00	25·00	35·00
1881 ...	45·00	45·00	47·50	50·00	55·00	25·00	35·00
1882 ...	50·00	50·00	55·00	55·00	57·50	30·00	30·00
1883 ...	50·00	50·00	50·00	55·00	47·50	32·50	31·25
1884 ...	22·50	22·50	30·00	30·00	32·50	20·00	18·75
1885 ...	32·50	32·50	40·00	40·00	45·00	22·50	27·50
1886 ...	23·75	25·00	30·00	30·00	45·00	15·00	18·75
1887 ...	27·41	27·50	27·50	28·75	50·00	17·50	21·25
1888 ...	30·00	30·00	30·00	31·25	50·00	17·50	18·50
1889 ...	33·75	35·00	37·50	42·50	52·50	27·50	30·00
1890 ...	30·00	30·00	32·50	33·75	52·50	25·00	26·25
1891 ...	32·50	32·50	35·00	35·00	50·00	22·50	23·75
1892 ...	22·50	22·50	25·00	25·00	45·00	19·00	19·00
1893 ...	15·00	15·00	17·50	17·50	25·00	14·00	15·00
1894 ...	27·50	27·50	32·50	28·75	42·50	21·25	22·50
1895 ...	15·00	15·00	20·00	17·50	32·50	17·00	17·00
1896 ...	15·00	11·25	17·50	16·25	32·50	14·00	13·50
1897 ...	15·00	15·00	18·75	17·50	27·50	11·00	12·50
1898 ...	20·00	20·00	32·50	20·00	37·50	17·00	17·00
1899 ...	22·50	22·50	25·00	25·00	37·50	17·50	18·00
1900 ...	22·50	22·50	27·50	25·00	41·25	18·75	19·00
1901 ...	20·00	20·00	22·50	22·50	35·00	14·00	14·00
1902 ...	20·00	20·00	22·50	22·50	36·25	14·50	14·25

WEATHER WORKING DAYS.

The following decisions were given by the Committee in 1901 as regards working and non-working days for vessels working in the Docks during the monsoon months:—

Wednesday,	11th	June	...	... Non weather working day.		
Thursday,	12th	„	...	... Non	„	„ „
Monday,	7th	July	...	... Full	„	„ „
Tuesday,	8th	„	...	... Half	„	„ „
Thursday,	31st	„	...	... Half	„	„ „
Wednesday,	27th	August	...	... Full	„	„ „
Thursday,	28th	„	...	... Full	„	„ „
Friday,	29th	„	...	... Half	„	„ „
Saturday,	30th	„	...	... Non	„	„ „
Monday,	1st	September		... Half	„	„ „
Tuesday,	2nd	„		... Half	„	„ „
Wednesday,	3rd	„		... Full	„	„ „
Thursday,	4th	„		... Full	„	„ „
Friday,	5th	„		... Full	„	„ „
Saturday,	6th	„		... Full	„	„ „
Monday,	8th	„		... Full	„	„ „
Tuesday,	9th	„		... Full	„	„ „
Wednesday,	10th	„		... Full	„	„ „
Thursday,	11th	„		... Full	„	„ „
Friday,	12th	„		... Full	„	„ „
Saturday,	13th	„		... Full	„	„ „
Tuesday,	16th	„		... Full	„	„ „
Wednesday,	17th	„		... Half	„	„ „
Thursday,	18th	„		... Full	„	„ „

SHIPPING.

DESTRUCTION OF VERMIN AND EXTINCTION OF FIRE ON SHIPS BY MEANS OF GAS.

Some progress has been made in the employment of gases of heavy specific gravity for the destruction of rats and other disease-bearing vermin on ship-board.

The gas used in India in the vessels permanently fitted with the apparatus is sulphurous acid, produced by the combustion of sulphur ; and in October an exhibition of this process was given on the s.s. "Aberdour," in the Bombay Docks.

Unfortunately, no opportunity was afforded of ascertaining to what extent the fumes would have affected certain classes of cargo—woollens for instance.

In the course of the year two cases have been recorded of the extinction of fire on board vessels by the liberation in the holds of liquified carbonic acid as prepared for the manufacture of soda water. It appears however that notwithstanding these facts many shipping companies continue to treat carbonic acid as dangerous goods and object to carrying it.

SCARCITY OF WATER IN SINGAPORE.

As a consequence of the abnormal course of the monsoon, the Committee, on the 12th of September 1902, received a telegram from the Finance and Commerce Department of the Government of India to the effect that there was a scarcity of water in Singapore, and that vessels leaving Indian ports for Singapore should be warned to fill up before starting. Copies of the telegram were at once lithographed and circulated as in the case of urgent storm warnings.

SHIPS' ENGINEERS' EXAMINATIONS.

RULES UNDER INLAND STEAM VESSELS ACT, 1884.

A notification of the Draft of Amendments proposed to be made in the Rules for the examination of Engineers and Engine Drivers of Inland Steam Vessels under the Inland Steam Vessels Act, 1884, as amended by Act XIII of 1891, was published on 10th September 1902, and a copy furnished to the Chamber at time of publication. (See Bombay *Government Gazette* No. 37 of 11th September 1902.)

MARINE DEPARTMENT.

Bombay Castle, 10th September 1902.

No. 90.—The following draft of amendments which it is proposed to make under Section 29 (1) (*a*) of the Inland Steam Vessels Act, 1884, as amended by Act XIII of 1891, in the

Rules for the examination of Engineers and Engine-drivers of Inland Steam Vessels, made under the said enactment and published under Government Notification No. 11, dated the 8th February 1893, is published for the information of persons likely to be affected thereby.

Bombay Government Gazette for 1893, Part I, page 169 et seq.

Notice is hereby given that the draft amendments will be taken into consideration on the expiry of one month from the date of this Notification.

Qualifications for Certificates of Competency as Engineers.

Add the following clauses to Rule 10 :—

(*i*) He must possess a creditable knowledge of the prominent facts relative to combustion, heat and steam.

(*j*) He must be able to pass an examination in rough working drawing, which may, at the candidate's option, be either hand sketches, clearly dimensioned, and complete in the necessary views and sections, or drawings to a scale. Drawing boards and T squares will be provided by the Local Government, but applicants will have to bring with them any drawing instruments they may require.

Qualifications for Certificates of Competency as First Class Engine-drivers.

For the third paragraph of Rule 12 substitute the following :—

" Or he must have been three years principal serang or tindal in the engine-room of a steamer, or he must have served five years in an engine-room of a steamer at sea or on inland waters, two years of which service must have been as principal serang, tindal or fireman when one only is employed, or have been for three years in charge of the engine of a factory or mill under a European manager or engineer, as well as two years principal serang or tindal or assistant engineer or fireman when one only is employed in the engine-room of a steamer under a certificated engineer."

Qualifications for Certificates of Competency as Second Class Engine-drivers.

For the third paragraph of Rule 15 (*a*) substitute the following, and expunge paragraph 4 of this rule :—

"He must have served an apprenticeship of at least four years, if in India, or three years in the United Kingdom, and have served for one year in the engine-room of a steamer.

Or he must have served four years in the engine-room of a steamer at sea or on inland waters under a certificated engineer or first class engine-driver, one year of which service must have been as principal serang, tindal or fireman when one only is employed, or have been for two years in charge of the engine of a factory or mill under a European manager or engineer, as well as served one year in the engine-room of a steamer as principal serang or tindal or fireman when one only is employed."

By order of His Excellency the Right Honourable the Governor in Council,

A. M. T. JACKSON,
Acting Secretary to Government.

DISCHARGE OF COAL.

CUSTOMARY QUICK DESPATCH.

(*See Chamber's Reports* 1888 *and* 1901.)

The continuous improvements in the appliances of modern vessels for the quick discharge of Coal and the great diversity of speed attained respectively by steamers of old or new equipment occasionally give rise to disputes under contracts which do not specify the precise quantity to be delivered each day. Applications are consequently made to the Committee from time to time for a ruling as to what constitutes customary quick despatch ; but the very causes that give rise to these enquiries

prevent the Committee from laying down any hard and fast rule. The reasons for this course are that, with the continuous improvements in the construction of modern vessels, and in the convenience of the port for the discharge of coal, the rate of delivery has tended constantly to increase from year to year. A prescribed rate of delivery which might be reasonable as applied to one ship with all modern appliances might be inapplicable to another vessel not possessing such advantages. On the other hand, a rate of delivery fixed at one time might, by development of facilities and appliances, become in a few years quite inadequate to the new conditions. For these reasons it is customary to specify in Charter Parties a daily rate of delivery of which the particular vessel is capable. The expediency of abstaining from any definite pronouncement was recognised in 1888, and both in 1901 and again in 1902 the Committee has had occasion to maintain and state this position.

STEAMSHIP SUBSIDIES.

During the year 1902 the question of steamship subsidies was the subject of a Parliamentary Select Committee, which went into it thoroughly, heard exhaustive evidence and whose report was published on the 9th December. The conclusions arrived at were mainly adverse to any general application of subsidies to a marine so extensive as that of Britain, the only specific recommendation in the affirmative being favourable to subsidy of a line to compete on the East Coast of Africa with the vessels subsidised by Germany. A good synopsis of the report will be found in the *Times* of the 10th December 1902, page 4, and a leader upon it in the issue of the 12th December, page 7.

BILLS OF LADING.

The Melbourne Chamber of Commerce in a letter, dated 26th November 1902, addressed this Chamber in relation to the Bills of Lading question. It was stated that complaints from time to time had been made to that Chamber of the practice of signing Bills of Lading for goods, which at the time had not

been actually shipped, and in order to propose legislation to suppress that practice, they were desirous of being informed of the Custom of this port in respect to the subject.

The Committee were of opinion that the custom in Bombay was to sign Bills of Lading only after shipments, and they had never heard of any departure from this practice. The Melbourne Chamber was accordingly so informed.

COMMERCIAL INTELLIGENCE.

PROPOSED ESTABLISHMENT OF A GOVERNMENT BUREAU.

(*See Chamber's Report for* 1900, *p.* 117).

On the 20th of May 1902, the Government of India informed the Indian Chambers of Commerce, by circular letter, that they had under consideration the question of creating a Bureau of Commercial Intelligence in connection with the Department of Finance and Commerce. They had been impressed both by the difficulty of providing Government with advice and information on commercial and industrial questions and still more by the absence of machinery for obtaining and communicating to the public such information on these subjects as might be of interest to them. It was believed that the creation of machinery to discharge these two functions would benefit both trade and the State.

The Governor-General therefore proposed to recommend to the Secretary of State for India the formation of a Bureau on lines indicated, but desired in the first place to ascertain the views of the commercial community. Specific inquiry was made as to the kind of information which would be most useful to merchants, which they find difficulty in obtaining, and which Government could procure.

The outline of the scheme that at that time commended itself to the Viceroy was then set forth and will be found in full

among the Appendices. Briefly it may be stated that there were to be a chief official with two assistants, namely :—

(*a*) A Director General of Commercial Intelligence.

(*b*) A Director of Statistics.

(*c*) A Director of the Commercial Branch.

The **Commercial Branch** would collect, classify and render available to the public and the State information on all the subjects set forth by the Commercial Department of the Board of Trade in London as lying within its province.

The **Director of Statistics** would compile the statistics of intelligence received by the Commercial Branch in addition to those now compiled by the existing Director General.

The **Director General** would supervise both Departments. It was proposed that he should have his **head-quarters** at Calcutta ; but he would be required to visit the other principal trade centres at convenient intervals and might occasionally have to visit Simla to consult and advise the Government of India. His duties as adviser of Government were not gone into in the letter in question ; but the expectation was expressed that, even though full success could not be attained at once, considerable advantage, both to Government and the public, would be achieved before long, if the work were approached by a suitable man in the proper spirit.

The Committee were glad to see that Government were alive to the extent to which the success of the scheme would depend on the personal qualifications of the official appointed and on his power to command the confidence of the commercial public. But there was no express recognition of the fact that such qualifications and such confidence clearly demanded practical commercial training and experience. The Committee were fully sensible of the services that might be rendered to commerce by a Bureau of Commercial Intelligence if it were conducted by a man of **business experience** and possessed of the **discretion** engendered by such training ; but they recognised that the exercise of such discretion might not be consistent with the presumptive official obligation to place at the disposal of all persons indiscriminately the whole of such information as might be acquired.

In representing these views to Government, under date the 29th May, the Committee pointed out that business men are naturally and properly careful to keep for their own use such knowledge and information as they have gained by experience, and might not be disposed to give the best information to Government if there were a likelihood of its general publication. This appeared to them to be the chief obstacle to the production of practical results by official establishments of the nature contemplated.

Specific allusion was also made to the danger that the discharge of the function strictly pertaining to an Intelligence Bureau might be swamped if the important duties of the present Director General of Statistics were merged with it as proposed.

The other Chambers of Commerce, which subsequently addressed Government on the subject, and which favoured the Chamber with copies of their communications (printed for future reference in the Appendices) discussed the matter at greater length.—(*Appendix* **FF.**)

UNITED EMPIRE TRADE LEAGUE.

ADDRESS BY SIR HOWARD VINCENT.

Colonel Sir Howard Vincent, K.C.M.G., C.B., A.D.C., M.P. for Sheffield, whose name is closely associated with the United Empire Trade League and the policy of reciprocal preferential tariffs within the Empire, came to India to attend the Coronation Durbar and offered to explain that policy to a special meeting of the Chamber or to a meeting of the business community to be convened under the auspices of the Chamber. The constitution of the Chamber being cosmopolitan and its traditions those of absolute Free-trade, the Committee hesitated to take any action that might appear to prejudice those traditions, but having regard to the extent to which the issue of Free-trade as against Protection is again claiming the attention of the public, they eventually decided to make the necessary arrangements, clearly defining at the same time their own position in the matter. Invitations were issued to all the members of the Chamber and other trade Associations in Bombay, the Corporation, the Port Trust and Improvement Trust, and all the leading officials and civilians likely to be interested in the question. The Meeting took place in the rooms of the Chamber on Thursday, the 22nd January, and was largely attended. A full report will be found in the Appendices, and it will be seen that the discussion arising from the interesting Address was limited to a few speeches.—(*Appendix* **GG.**)

CONTRACTS WITH THE EGYPTIAN GOVERNMENT.

From time to time the Egyptian Government in various Departments calls for tenders for the supply of goods that could be furnished by India. For instance, the Administration of the Egyptian State Railway frequently calls for tenders for sleepers and other timber. But at present the notification of such tenders reaches Bombay only through publications issued by the Board of Trade, etc., in London, and these are received too late to admit of quotation by merchants in India. The matter having had the attention of the Committee, it was decided to represent to Government the expediency of arranging with the Egyptian Government that the latter should send particulars of that Government's calls for tenders for various contracts to the Chambers of Commerce in India at time of issue. The Chamber accordingly addressed the Secretary to Government, General Department, on 27th September 1902, in the belief that some such arrangement as the above would commend itself to the authorities and that H. E. the Governor might be pleased to grant it his support.

The Chamber's letter was in due course forwarded by the local authorities to the Government of India and, on 20th November 1902, it was intimated that the latter had commended the Chamber's proposal to His Majesty's Secretary of State for India.—(*Appendix* **HH.**)

CONGRESS OF CHAMBERS OF COMMERCE IN LONDON.

The Secretary of the Congress Organising Committee forwarded to the Chamber a circular letter giving a synopsis of the matters brought before the Congress at their last meeting. The subjects discussed were, briefly, Commercial Law, Trade Marks, Commercial Education, Imperial Telegraphic Communication and Tariffs.—(*Appendix* **II.**)

COMMERCIAL EDUCATION.

(*See Chamber's Report* 1901, *page* 117.)

The Director of Public Instruction, in a letter dated 13th February 1902, brought to the notice of the Chamber, that the Government of India thought it desirable to secure its help and co-operation in connexion with the examinations held by the London Chamber of Commerce in this country. The examination was one, the Director stated, which should well deserve the confidence of the public and heads of business firms. The results of the examination were published in the "Government Gazette," but as they were speedily lost sight of when so published, the

Director inquired whether this Chamber would agree to keep a register of the successful candidates, similar to that kept by the London Chamber of Commerce, and thus secure the co-operation of business firms who would consult the register when they wished to employ clerks. The Director was confident that a very great encouragement to commercial education would be given to the public generally by such a measure being adopted by the Chamber. If the Chamber agreed to meet the wishes of the Government of India, he would instruct the Principal, Elphinstone High School, to submit a register of all those who had qualified since the examination was instituted by Government in 1900, and who would also submit annually to the Chamber the names of those who have qualified at the Examinations. If, in addition to names and subjects, the Chamber wished to have the age, caste and residence of candidates stated, this information would also be supplied as far as possible.

The matter was considered by the Committee, and the Secretary in a letter dated 27th February to the Director of Public Instruction intimated that the Committee were prepared to keep in their office a Register of the names of successful candidates in the Senior and Junior Examinations. The Committee also asked the Director to furnish them with information as to the form in which the Register should, in his opinion, be kept, and they suggested that for purposes of identification, it would be well to record the age and caste of candidates, but that an entry regarding residence would probably have small value after a short time.

In reply the Director of Public Instruction forwarded a letter dated the 7th March from the Principal, Elphinstone High School, in which the form of register was given. It was added that it would not be possible to obtain full particulars of the age, address, etc., of those who gained certificates in 1900 and 1901, but the Principal would fill in those particulars as far as he was able.—(*Appendix* JJ.)

LEGISLATIVE.

CIVIL PROCEDURE CODE.

Towards the end of February 1902, the Committee received from the Government of Bombay a copy of a Bill (introduced into the Council by the Governor General of India) to consolidate and Amend the Law relating to the procedure of the Courts of Civil Judicature with Statement of Objects and Reasons, and were requested to furnish the local Government, at an early date, with an expression of the opinion of the Chamber on the provisions of the Bill. The Bill was a very massive document and some idea of its scope will be gathered from the first section of the Statement of Objects and Reasons which is reprinted in the Appendices to this Report.

A Special Committee was appointed to consider the Bill in detail; and Mr. Vernon B. F. Bayley, of Messrs. Crawford, Brown & Co., Solicitors, who was invited to join this Special Committee, gave valuable assistance. The Committee met repeatedly, and although they confined themselves mainly to those sections that related more particularly to matters affecting commerce, their labours were not completed till well on in April. The Report of the Special Committee was adopted by the General Committee, and its sense was embodied in a letter to Government, dated 30th April, which will be found in *Appendix* **KK.**

INDIAN LIMITATION ACT, 1877.

PROPOSED AMENDMENT.

Section 13 of the Indian Limitation Act (XV of 1877) says:—

" In computing the period of limitation prescribed for any " suit, the time during which the defendant has been absent " from British India shall be excluded."

It is proposed to add to that Section a provision likewise excluding the **interval between a debtor's death and the representation of his estate.**

The matter had been brought before the Government of Bengal by the Calcutta Trades Association on their being advised that at present limitation does not cease to run during the interval between a debtor's death and the representation of his estate, and that consequently a good debt not lapsed at time of the debtor's death may become time-barred in the sometimes protracted period that passes before the inheritance is settled.

The specific remedy was suggested to the Government of India by the Government of Bengal, in their letter which will be found in the Appendix ; and the correspondence was forwarded by the supreme Government to that of Bombay for an expression of the Chamber's opinion.

The matter was referred to a Sub-Committee of four members, who were unanimously in favour of the proposed amendment ; and as this opinion was adopted by the general Committee, the fact was communicated to Government, under date 29th September.—(*Appendix* **LL.**)

AUSTRALIAN IMMIGRATION RESTRICTION ACT, 1901.

On 23rd May 1902, the Bombay Government forwarded to the Committee a copy of a Resolution by the Government of India containing extracts from the Immigration Restriction Act, 1901, passed by the Parliament of the Commonwealth of Australia.

This Resolution will be found, if required, in the "*Gazette of India*" No. 19, dated 10th May 1902.

DELAYS IN THE HIGH COURT, CALCUTTA.

The subject of delays in the despatch of business in the High Courts in India was, in the month of August, brought before the Committee by their receiving from the Bengal Chamber of Commerce a copy of a letter addressed by that body to the Government of India, with more particular reference to the state of matters known to exist in the Calcutta Courts. As certain mem-

bers of the Committee were disposed to think that a representation might with advantage be made to the Government of Bombay about delays still occurring in the High Court here, a Special Committee was appointed to consider the matter ; but after full consideration they reported to the General Committee on the 9th September, that in view of the recent revision and amendment of the Rules of the Bombay High Court, and in the absence of any specific instances of avoidable delay clearly attributable to defects in the Rules so revised, the time was unsuitable for any such representation as had been suggested.

No action was therefore taken.

Since the papers relating to the position of the Calcutta Courts will be found in the Report of the Bengal Chamber for 1902, it is not thought necessary to include them in the Appendices to this Report.

PRESIDENCY COURTS OF SMALL CAUSES.

(*See Reports* 1891, *pp.* 170 *and* 329 ; 1894 *pp.* 225 *and* 468.)

In September 1902 the Bengal Chamber of Commerce favoured the Committee with a copy of a letter addressed by them to the Government of Bengal on the subject of Section 39 of the Presidency Small Causes Courts Act of 1882 and the injurious consequences which result to plaintiffs in commercial suits owing to the unfair advantage taken of that section by defendants. The section enacts that in any suit instituted in a Presidency Small Causes Court, in which the amount or value of the subject matter exceeds Rs. 1,000, the defendant, or any one of the defendants, may at a stage and within a time prescribed, apply *ex-parte*, on an affidavit setting forth the facts on which he relies for his defence, to a Judge of the High Court for an order removing the suit into the High Court. The section declares that the defendant shall be entitled to such order as of right, unless the Judge is of opinion that the application has been made solely for purposes of delay.

The vicious nature of the section was fully recognised by the Committee, and the matter is one that will be kept in view

But it was recognised that the state of matters exposed in the letter of the Bengal Chamber had no parallel in the Bombay Small Causes Courts, which, on the whole, work to the satisfaction of the community. As indicating the Committee's attitude in the matter, and to record certain of the considerations on which they decided not to take any action, an interesting minute by one of the members is printed below for reference in case the matter should hereafter be taken up.

MINUTE ON BOMBAY COURT OF SMALL CAUSES.

"There seems to be no doubt that section No. 39 which provides for the transfer of a case involving more than Rs. 1,000, to the High Court upon the *ex-parte* application of the Defendant is most objectionable. This method of procedure practically excludes the possibility of the application being refused on the ground that it is not *bona fide* or for purposes of delay, although there is no doubt that the application for transfer is often made for this purpose.

"It would seem very much better that there should be an appeal to the High Court instead of, as at present, an appeal to the Full Bench of the Small Causes Court.

"I have made enquiries and find that the evil results of ths Section have not been and are not likely to be anything like those which the Calcutta Chamber have experienced, as the following figures from the annual statements of the Small Causes Court show :—

"Number of Cases over Rs. 1,000, filed and those transferred to the High Court :—

	Suits.	Transferred.
1895...	... 455	12
1896...	... 500	8
1897...	... 503	10
1898...	... 509	11
1899...	... 580	11
1900...	... 521	16
1901...	... 545	19
(8th October)1902...	... 421	12
	4,034	99

"The reason that the number of transferred cases is so small, is probably largely due to the fact that the High Court here demands a deposit of Rs. 400, as security which apparently is not the rule in Calcutta.

"I think too that our Small Causes Court has a high reputation for cheapness and expedition, and, though not strictly relevant to this matter, the figures of the average duration of suits in Bombay will be interesting :—

	Contested.	Uncontested.	
1895	40·7	30·4	days.
1896	36·9	30·7	"
1897	41·0	29·9	"
1898	39·9	31·3	"
1899	44·3	32·9	"
1900	45·8	32·0	"
1901	40·7	32·2	"

"Though the evil resulting from this Section 39 is not felt in Bombay to any appreciable extent, I think the provision for a transfer on the simple *ex-parte* statement of the defendant is bad in principle and it would no doubt be more satisfactory to substitute the right of appeal in such cases.

"I think it would be very undesirable to curtail the sums for which action may be taken in the Small Causes Court below Rs. 2,000, and indeed I can see no special reason why this should not be increased to say Rs. 5,000, with of course the right of appeal.

"Seeing that Bombay has apparently no grievance in this matter I think that no action need be taken as the Bengal Chamber has not asked us to join with them. If the matter is referred to us by Government, I am of opinion that we should support the views I have expressed above."

The Committee were also favoured by the Bengal Chamber of Commerce with copies of letters addressed by them to the Government of Bengal on the delays in the Calcutta Police and High Courts. As, however, no specific instances of delay in the Bombay Courts were brought forward the Committee decided not to take any action in the matter.

ADMINISTRATOR-GENERAL & OFFICIAL TRUSTEE BENGAL.

The Committee were favoured by the Bengal Chamber with a copy of a letter addressed by that body to the Government of India upon the new Bill to amend the Law relating to Administrators-General and Official Trustees in Bengal.

The letter was read with interest by the Committee, but the matter was not felt to be one that called for action on their part.

CHIEF COURT OF BURMA.

CHIEF JUDGE, APPOINTMENT OF.

On the 20th March and again on the 5th August, the Rangoon Chamber of Commerce forwarded to this Chamber copies of memorials addressed by them to the Secretary of State in protest against the appointment of a member of the Indian Civil Service as Chief Judge of the Chief Court of Burma. The matter did not appear to the Committee to call for intervention on their part, but it is thought well to record the dates of the communications, the text of which will doubtless be found in the Annual Report of the Rangoon Chamber.

COTTON CULTIVATION.

IMPROVEMENT OF STAPLE.

GOVERNMENT EFFORT.

On the 1st July 1902, Mr. Mollison, the Inspector-General of Agriculture at Nagpur forwarded to the Committee, for opinion on the several points raised, a copy of a circular letter and memorandum on the subject of various problems encountered by him in his efforts to improve the Indian staple of cotton. The memorandum gave a very interesting account of the methods pursued by him, and the letter propounded a series of questions on which he found difficulty in satisfying himself. Both the letter and the memorandum are so succinct

and interesting that they must be read as they stand, and for this reason they are printed in the Appendices.

On the 14th of the same month he also forwarded to the Committee 48 **samples of cotton** obtained by hand-ginning specimens of seed cotton procured by him from various districts. He mentioned that these specimens would form the basis of further experiments under his supervision, and for this reason requested that the Committee would favour him with expert opinion upon the suitability and value for commercial and industrial purposes of the samples submitted.

The Committee felt that the questions involved were of such importance to those engaged more particularly in the cotton trade that the Bombay Cotton Trade Association ought to be invited to express opinions on the subjects touched upon. The papers and samples were therefore forwarded to that Association, and by them were very thoroughly dealt with in a letter dated the 8th September, which will be found in the Appendices along with those already mentioned.

This letter appeared to the Committee to deal so satisfactorily with the matters on which an opinion had been desired that they resolved to forward it in its entirety to the Inspector-General of Agriculture.—(*Appendix* **MM.**)

AGRICULTURE.

CULTIVATION OF GROUND-NUT SEED.

(*See Chamber's Report,* 1901, *pp.* 122-461).

Since the publication of the Chamber's Report for 1901, the Committee have been in further correspondence with the Director of Land Records and Agriculture, Bombay Presidency, in regard to the experimental cultivation of foreign ground-nut seed in certain districts of this Presidency.

Owing to the inability of Government to procure a supply of ground-nut seed from certain foreign localities, Messrs. Ralli Brothers of this city were good enough, in the early part of the year, to communicate with their Marseilles house in the matter, and subsequently informed the Chamber that they could buy in that port for direct shipment to Bombay, Mozambique ground-nuts, and by transhipment at that port Senegal ground-nuts for the next crop in Bombay. The firm here were good enough to offer to communicate further with their representatives at Marseilles should any seed be required; and in communicating the above information to the Director of Land Records and Agriculture on the subject, under date 17th January 1902, the Committee expressed the hope that Government might be able to arrange for the importation and distribution of such quantity as they might think desirable, in view of the deterioration of the existing crops.

At a later date—3rd February 1902—the Committee were informed by the Director that, as then advised, he was inclined to put off the importation of Mauritius and Senegal ground-nut seed till the result of the foreign varieties under trial was definitely known. It was added that the Department of Agriculture had, in the interval, arranged to give a trial to California ground-nut seed, supplied by Mr. J. N. Tata.

Information as to the results of the crop grown from imported seed will be found at page 6 of the Annual Report, 1902, on the operations conducted on *Experimental Farms and Gardens in the Bombay Presidency.* The Director General prefaces his remarks by referring to the fungoid disease called "Tika," which destroys the crop altogether or materially reduces the yield. Dr. Butler, to whom specimens were submitted for examination, stated that the disease is caused by a species of **Cercospora**, a member of a large genus of fungi, containing nearly 600 species, most of which are leaf parasites. He added that they are not usually considered dangerous, and in this case he was inclined to look further for an explanation of the apparently rapid spread

and fatal character of the disease. He believed it to be **Cladosporium,** a fungus responsible for an enormous amount of the damage caused by fungus blight in this country.

Touching on the importation of foreign varieties of groundnut, the Director General states that the seeds were dibbled by hand in the month of June and harvested in November and December. The crop was **irrigated** from the canal four times. The yield was a fair one, considering that the seeds were freshly imported from America. All the plots were attacked by "Tika." In May 1901, 1,725 lbs. of seed of the **Mauritius** groundnut were distributed amongst the Tálukas of Karád, Patan, Khed and Junnar, and in Surat and Nadiad. From reports received, the Director General draws the following conclusions :—

(1). That the crops grown from the imported groundnut seeds are liable to the attack of "Tika," but not to so great an extent as the indigenous variety.

(2). That the imported nuts grow within a depth of three or four inches instead of six inches and more, as is the case with the indigenous nuts, and consequently they are much more liable to the attacks of rats and birds than the local variety.

(3). That the yield of the American nuts was larger, in many cases considerably larger, than that of the indigenous variety.

During the current year 5,400 lbs. of **American** Groundnut Seeds, the produce of last year's crop have been distributed amongst the same Talukas. Chemical examination proves that some of the imported varieties contain as much as 6 per cent. more oil than the indigenous variety.

The following statement, showing the outturn per acre of the the varieties of groundnut grown on the farm, will be found interesting :—

Name of variety.	Outturn per acre.	Cost of Cultivation.	Value of outturn.
	lbs.	Rs.	Rs.
Pondicherry	2,224	66	111
Spanish Pea-nuts (America)	2,550	52	127
Selected Virginia (America)	2,966	65	148
Small Japanese	2,019	47	101
Big Japanese	3,171	66	159

The following statement gives the analysis of the varieties of ground-nuts made by the Agricultural Chemist to the Government of India :—

Name of variety.	Oil per cent.	Number of kernels per pod.	Relative weights of kernels and shells.
Pondicherry Original Seed	45·09	1·9	76·24
Do. Farm Grown Crop ...	41·77	1·9	78·22
Spanish Pea-nuts Original Seed ...	47·73	1·6	72·28
Do. Farm Grown Crop	47·38	1·6	73·27
Selected Virginia Original Seed ...	46·98	2·0	73·27
Do. Farm Grown Crop	44·62	1·7	74·26
Small Japanese Original Seed... ...	45·83	1·6	82·18
Do. Farm Grown Crop ...	48·32	1·9	79·21
Big Japanese Original Seed	41·66	1·2	64·36
Do. Farm Grown Crop ...	44·04	1·7	75·25
Country Grown-nut purchased locally..	42·80		

WHEAT.

(*See Chamber's Report* 1901, *p.* 83.)

Hitherto it has been customary to take the *Final General Memorandum on the Wheat Crop*, issued annually by the Director-General of Statistics, as the basis of the note and statistics of that crop given in the Annual Reports of the Chamber. Since however, the Annual Report of the Director-General upon the *Area and yield of Certain Crops* is issued somewhat later in the year than the *Final General Memorandum* and is more likely to

be correct, this later publication is now taken as the basis of the Chamber's tables, etc.

The *Report on the Area and yield of Certain Crops* does not however, go back further than 1891-92, so it is thought well to preserve the Chamber's table of total acreage and yield for the years back to 1884-85, and to correct and bring it up to date according to the latest returns.

The following figures show the total acreage and out-turn of wheat in each Official Year from 1884-85 to 1901-02 :—

Year.	Acres.	Out-turn in Tons.
1884-85	27,820,000	8,013,000
1885-86	27,392,000	7,739,000
1886-87	26,735,000	6,391,000
1887-88	26,855,000	7,149,000
1888-89	25,912,000	6,362,000
1889-90	24,773,000	6,123,000
1890-91	26,576,000	6,876,000
1891-92	26,933,172	6,442,760
1892-93	27,653,624	7,535,846
1893-94	28,720,032	7,194,514
1894-95	28,536,734	6,935,201
1895-96	24,178,567	5,333,361
1896-97	20,659,380	5,356,142
1897-98	24,626,195	7,194,943
1898-99	25,453,167	6,808,501
1899-1900	18,768,279	5,357,420
1900-1901	24,284,053	7,157,597
1901-1902	23,300,581	6,009,016

N.B.—The figures for the years 1884-85 to 1890-91 are, according to the former practice of the Chamber, taken from the Final General Memorandum on the wheat crop issued by the Government Statistical Department and those for the years 1891-92 to 1901-02 as per Official Annual Report of actual "Area and Yield" by the same Department.

In the annual Report on the Acreage and Yield of Certain Crops, the section "North-Western Provinces and Oudh" has now been replaced by one, "United Provinces of Agra and Oudh." The figures for the new section exceed those for the old section very greatly. The excess amounts on the average to some 1,550,000 acres and a proportionate number of tons. It has been necessary therefore to modify accordingly the form of the table showing the acreage and yield of the various provinces. In sections other than the "United Provinces of Agra and Oudh," the figures formerly given by the Chamber remain substantially good for comparison, although certain minor discrepancies have been found and are now eliminated.

The following extract from Mr. O'Conor's Review of the Trade of India for 1901-02 (page 22) gives an authoritative history of the wheat crop of the past year; but it must be borne in mind that the figures close at end of March, so that those relating to Exports do not include the large quantities that were shipped in later months.

"The anticipations of a large export were not realised. The "wheat harvest in the Panjab, which is the great source whence "the export trade is supplied, was extremely good, far above "the average; but after a season of drought, stocks in the "country needed replenishment, and prices also kept at a "somewhat high level—higher than the level at which an active "and profitable export trade could be carried on in view of "the level of prices in England. Consequently, the collapse of "1900-01 was followed by but a moderate export, much smaller "than the trade of many former years, including the year just "before the collapse. The quantity exported only reached "366,091 tons, of which almost all was shipped from Karachi, "only 4,165 tons being shipped from Bombay, the fields supply-"ing that port having yielded an insufficient harvest. The "prospects of a large trade this year are not encouraging, for "the wheat harvest has everywhere been below the average "owing to the absence of the winter rains generally and to the "ravages of rats in Western India."

The form of table introduced last year, and in which the Provinces supplying Bombay are grouped together, is adhered to, and inspection of the figures will show—especially in respect of the said Provinces—a continuance of the unfavourable conditions noted since 1896. Last year it was pointed out that, in view of the successive failures of the rains in Western India, the average acreage and yield of the last five years had ceased to have any value as a presentation of the normal. For this reason a new column was introduced giving the averages of the five years anterior to 1896 when the cycle of misfortune began. This column is retained and beside it will be found another, showing the average of the last five years.

WHE

(Share of each Province of Area and

Provinces.	Area.			
	Average of 5 years anterior to 1896-97.	Average of 5 years anterior to 1901-02.	Of last year's crop 1900-1901. (rectified).	Of current year's crop 1901-1902.
	Acres.	Acres.	Acres.	Acres.
Bombay (including Native States) ...	2,428,701	1,702,691	1,433,810	1,333,816
Central Provinces...	3,638,960	2,067,088	2,055,736	2,590,209
Berar	887,470	293,926	243,554	280,085
Rajputana	1,511,403	989,323	713,290	541,834
Central India.....	1,799,978	1,282,480	1,238,317	1,451,633
Sind	521,362	442,417	479,487	495,613
Hyderabad	1,491,648	861,710	748,163	712,157
Total of Provinces supplying Bombay	12,279,522	7,639,635	6,912,357	7,405,347
Punjab (including N. W. Frontier Provinces)	7,290,840	7,554,760	9,080,000	8,023,000
United Provinces of Agra and Oudh ...	6,199,033	6,051,765	6,790,440	6,479,720
Bengal.....	1,432,080	1,508,540	1,498,700	1,388,200
Mysore.....	2,951	3,515	2,556	3,714
Grand Total...	27,204,426	22,758,215	24,284,053	23,300,581

AT.

Yield for 1900-1901 *and* 1901-1902.)

Yield.			
Average of 5 years anterior to 1896-97.	Average of 5 years anterior to 1901-1902.	Of last year's crop 1900-1901. (rectified).	Of current year's crop 1901-1902.
Tons.	Tons.	Tons.	Tons.
608,365	410,238	298,479	168,971
593,462	394,924	440,909	561,574
76,286	12,918	5,093	6,180
373,148	225,470	170,682	103,869
418,322	213,138	218,224	254,331
153,809	113,249	123,160	102,132
93,844	21,766	15,068	13,184
2,317,236	1,391,703	1,271,615	1,210,241
2,068,424	2,212,116	3,028,580	2,005,579
1,861,094	2,234,524	2,384,605	2,401,940
441,380	536,240	472,600	391,000
202	337	197	256
6,688,336	6,374,920	7,157,597	6,009,016

It will be seen that the total acreage under Wheat in all India in 1901-02 was some 14·3 less than the average anterior to 1896, about 2·4 per cent. more than the average subsequent to that year and about 4·05 per cent. less than 1900-01. On the other hand, the yield throughout India in 1901-02 was only some 10·16 per cent. less than the average anterior to 1896, about 5·7 less than the average subsequent to that year and about 16·04 per cent less than that of 1900-01.

Taking the **Provinces supplying Bombay** we find that the area under wheat in 1901-02 was 7·13 per cent greater than the disastrous year 1900-01, but was still almost 40 per cent. below that of the normal period before 1896 and even 3·07 per cent. worse than the average of the abnormal five years of failure. The yield of these provinces as compared with acreage marks even more clearly the exceptional degree in which the unfavourable conditions pressed upon them; for it was some 48 per cent. less than in the normal period, 13·04 per cent. than in the abnormal five years and actually 4·82 per cent. worse than in 1900-01 the worst year even before recorded.

In the normal period, the provinces supplying Bombay appear to have yielded about 34·7 per cent of the total crop of India. In the abnormal five years, 1896-97 to 1900-01, the yield of those provinces was 21·8 per cent of the whole. In the disastrous year 1900-1 it was 17·7 per cent. of the whole, and last year, when its still further diminished yield represented some 20 per cent. of the whole, it did so not by any improvement of conditions, but through the participation of the Punjab in its misfortunes. While the wheat area of the Punjab was some 733,000 acres above that of the normal average, its yield was some 63,000 tons less than the normal and as much as 1,023,000 below the out-turn of 1900-01.

Bombay proper (including Native States) showed in the area under wheat a shrinkage of upwards of 45 per cent. on the normal average, 21·6 per cent. on the average of the years of shortage, and about 7 per cent. on the acreage of the year 1900-01.

The following is a note of the yield per acre in the various provinces and periods:—

	Average of Five years anterior to 1896-97.	Average of Five years anterior to 1901-02.	1900-01.	1901-02.
	Tons.	Tons.	Tons.	Tons.
Bombay proper	0·246	0·241	0·208	0·126
Povinces supplying Bombay Port	0·189	0·182	0·184	0·163
All India	0·246	0·280	0·294	0·257

Too much confidence must not be placed in comparisons of figures showing the yield per acre, for not in India alone it has been found that, even when actual crop conditions remain constant, improved methods of record and computation frequently produce contrasts. And it should be borne in mind that a reduced yield per acre in times of shortage is as often due to sparse sowing as to any failure of fertility.

The following quantities of wheat were imported into India from Foreign countries in the official year 1901-02 :—

Bengal...	...	1,608 tons.
Bombay	...	8,897 ,,
Sind ...	...	40 ,,
		10,545 tons.

In the following table, which shows the exports of Wheat from the various Indian Ports to Europe, the predominant position of Karachi remains marked :—

Export of Wheat from India to Europe in thousands of tons.

Ports.	1902	1901	1900	1899	1898	1897	1896	1895	1894	1893	Average. 1896 to 1901	Average. 1891 to 1895
Bombay	10	2	...	143	289	...	71	126	78	252	84	318
Karachi	468	258	...	324	442	49	51	356	306	238	187	336
Calcutta	36	1	...	128	165	...	4	50	13	54	50	103
Total...	514	261	...	595	896	49	126	532	397	544	321	757

For reasons already stated it is thought well to give the average exports of five years anterior to the series of famines and of the six years of that series.

The course of retail prices of wheat as given by the Director General of Statistics was introduced last year into the Chamber's Report and should be watched, as the return of normal conditions of supply permit the increased purchasing power of the Rupee to manifest itself.

		Seers to the Rupee. Panjab.	United Provinces.	Central Provinces.	Bombay.
March	1894	23·88	16·19	18·06	13·12
,,	1895	21·62	15·19	14·56	14·56
,,	1896	14·25	12·25	13·88	13·37
,,	1897	8·25	8·88	9·0	7·75
,,	1898	14·37	12·94	11·19	9·56
,,	1899	17·5	17·19	15·0	12·94
,,	1900	11·81	12·31	9·44	7·62
,,	1901	11·25	10·5	8·87	8·18
'	1902	15·56	14·31	12·75	9·19
,,	1902	15·7	14·39	13·07	8·97
May					

COTTON.

The receipts of Cotton into Bombay during the past year, were largely in excess of the average and also much above those for the preceding year. Taking the figures from 1st July 1901 to 30th June 1902 they show as against those of the previous years an increase of 246,000 bales or 12·97 per cent., while against the average of the previous ten years the increase is 407,000 bales or 23·45 %. Taking the calendar year the percentages work out differently ; the receipts for the year ending 31st December 1902 show an increase of 3,000 bales only or 0.14 % as against the previous year's, while against the average of the past ten years the increase is 3,26,000 bales or 18·74 %.

For purposes of comparison with previous years, it is always advisable to take the figures **by seasons and not by calendar years.** In this way it is found that the **season's total** is the largest since 1895-1896, which latter season showed a slight excess over season's figures. The receipts of **Oomras** were again very large, and though falling short of last year's crop by 90,000 bales, they constitute the second largest crop of these growths, the three years 1901-02, 1900-1901 and 1898-99 standing absolutely alone, the least of them being over 275,000 bales in excess of any previous crop. At the beginning of the year it was anticipated that the total receipts would fall short of 20 lakhs and the final results showed the general unreliability of the earlier detailed estimates. The Oomra crop largely exceeded expectations but the estimates of **Dholleras** were gradually reduced owing to the defect of the late rains and unfavorable weather, while ravages by rats still further reduced the crop, of which almost all was **Muthia** or the outturn of formerly imported short-stapled kinds. **Broach** also suffered from the absence of later rains and the total was disappointing. The total from the **Southern** districts fell

short of expectations. The Bengal and Sind crops provided the element of surprise however, and were as great a surprise this year as the Oomra crop was last year. The early estimates of these crops combined amounted to 350,000 bales and were very slowly increased. It was not however until 5 months after the crops had begun to come to market that their full extent was realised.

(Receipts of Cotton into Bombay of each growth.)
(000's omitted.)

Growths.	Seasons, July 1st to June 30th.						Calendar Years.					
	1901-1902.	1900-1901.	1899-1900.	1898-1899.	Average 90-91 to 1899-1900.		1902.	1901.	1900.	1899.	Average 1891 to 1900.	
	Bales.	Bales.	Bales.	Bales.	Bales.		Bales.	Bales.	Bales.	Bales.	Bales.	
Khandeish	324	375	127	408	299		288	395	135	392	298	
Barsee & Nugger .	227	171	52	126	105		202	194	52	130	106	
Berar	683	779	135	613	334		662	809	223	506	345	
Total Oomras ...	1,234	1,325	314	1,147	738		1,152	1,398	410	1,028	749	
Hinguughat	19	20	8	12	9		21	22	9	12	9	
Dhollera	65	63	63	319	342		48	82	26	312	340	
Broach	96	117	42	123	150		95	117	20	143	150	
Coompta & Dharwar	129	67	119	124	136		129	70	74	154	133	
Westerns.....	25	12	28	30	26		33	7	26	17	25	
Bengals	488	244	340	265	278		511	314	243	372	277	
Sindh	64	12	28	7	34		55	29	19	16	33	
Persian	9	9	11	...	41		10	7	12	2	10	
Other Sorts	13	27	35	6	11		11	16	42	14	13	
Total.....	2,142	1,886	988	2,033	1,735		2,066	2,062	885	2,070	1,739	

For purposes of comparison the arrivals of each growth are shown in the annexed statement, in thousands of bales in each of the past four seasons and four calendar years and the average of the decades in the same periods.

The shipments to Europe amounted to 525,000 bales against 620,000 bales the previous season, and for this decrease the position as regards the Far East was responsible. The exports to Japan the previous season having been small, stocks of cotton in Japan were small and spinners there began as steady buyers. The enquiry increased owing to damage to the 6 crops in China from which Japan draws a certain proportion of her supplies and in addition China came into our market as a large buyer. Added to this, however, was the fact that dealers had found these markets profitable for consignments, so that besides larger shipments on bona fide account there was a very large amount of cotton shipped on consignment to both Japan and China and this off take to the Far East kept prices high and thereby curtailed further business with Europe. The shipments to China reached a total of 120,000 bales and to Japan of 600,000 bales, each figure representing a record much in excess of any previous season. This excessive shipping however brought its own Nemesis, as both markets became largely overstocked and with a bumper Chinese crop this year of good quality, business with the Far East during the past six or eight months has been on very small lines and prices locally have ruled more reasonable for Continental spinners. The exports to Europe for the past three months have been 3 times the amount exported to Europe for the corresponding 3 months of 1901. To Calcutta and coast ports, the exports show a marked decrease as Calcutta obtains her supplies now largely overland and southern mills were able to supply more of their requirements at their own doors, owing to better crops in the Southern districts this year. The aggregate shipments for the season totalled 1,257,000, bales against 960,000 bales the previous season or an increase of 30·93 %. For the calendar year however, there was a decrease of 52,000 bales or 4·54 %.

The local consumption of the Bombay Island mills as ascertained by the Millowners' Association amounted to 987,000 bales against 696,000 bales the previous season. This figure constitutes a record in local consumption and it was anticipated in last year's report that the total would be large owing to mills having been working full time and the large proportion of lower counts which mills were producing.

(Exports of Cotton and Mill consumption.)

(000's omitted)

To	Seasons, July 1st to June 30th.					Calendar Years.					
	1901-1902.	1900-1901.	1899-1900.	1898-1899.	Average 1890-91 to 1899-00.	1902.	1901.	1900.	1899.	Average 1891 to 1900.
	Bales.	Bales.	Bales.	Bales.	Bales.	Bales.	Bales.	Bales.	Bales.	Bales.
Great Britain.....	9	58	4	16	44	15	44	19	14	43
Continent	516	562	113	562	630	563	516	213	486	633
Total Europe...	525	620	117	578	674	578	560	232	500	676
China & Japan ...	720	315	436	489	251	502	566	177	557	251
Calcutta & Coast..	12	25	8	31	40	12	18	16	14	40
Total Eastward...	732	340	444	520	291	514	584	193	571	291
Total Exports...	1,257	960	561	1,098	965	1,092	1,144	425	1,071	967
Mill Consumption.	987	696	745	951	783	*987	*696	*745	*951	*783
Grand Total...	2,244	1,656	1,306	2,049	1,748	2,079	1,840	1,170	2,022	1,750

* Years ending 30th June.

Summarising the foregoing tabular statement we find that the export of cotton from and consumption in Bombay were distributed last season as follows:

DISTRIBUTION OF RECEIPTS.

Exports to Great Britain	0·40	per cent.
,, ,, Continent	23·00	,,
,, ,, Japan and China	32·08	,,
,, ,, Calcutta &c.....	0·53	,,
Total Exports	56·01	,,
Consumed by local mills	43·99	,,
	100·00	,,

Receipts of Cotton at Bombay in November and December of the annexed years and the total for the first six months of each season since 1894.

Growths.	1902	1901	1900	1899	1898	1897	1896	1895	1894
	Bls.	Bls.	Bls.	Bls.	Bls.	Bls.	Bls.	Bls.	Bls.
Khandeish	43	67	67	42	65	44	63	115	34
Berar	149	148	142	49	163	43	72	141	33
Total Oomras...	192	215	209	91	228	87	135	256	67
Hingunghat	7	4	3	2	3	1	3	2	...
Bengal	135	106	58	128	40	29	88	129	20
Total New Crop...	334	325	270	221	271	117	226	387	87
Old crop growths from 1st July to 31st December	109	196	86	238	152	135	175	216	141
Total Old and New Crop for 6 months	443	521	356	459	423	252	401	603	228

The following figures show the clearances from Bombay to each European port in the last two years. Compared with the preceding 12 months the total shipments show an increase of 3·12 %. As will be seen Trieste holds pride of place with a total

of 110,308. bales closely followed by Hamburg with 98,961 bales and Antwerp with 98,477 bales. As regards all ports of course Kobe is easily first and the rest far behind.

(Actual Clearances of Cotton from Bombay to different Ports in Europe during the Years 1901 and 1902.)

Names of Ports.	1902.			1901.			Increase or Decrease.	Percentage.
	6 months ending 30th June	6 months ending 31st Dec.	Total for 12 months.	6 months ending 30th June	6 months ending 31st Dec.	Total for 12 months.		
	F. P. Bales.	F. P. Bales.	F. P. Bales.	F. P. Bales.	F. P. Bales.	F. P. Bales.	F. P. Bales.	
Liverpool	6,044	6,569	12,613	39,013	882	39,895	—27,282	— 68·40
London	356	51	407	4,061	120	4,181	— 3,774	— 49·26
Hull	1,653	104	1,757	.....	200	200	+ 1,557	+ 778·50
Manchester	.....	100	100	.....	.....	.....	100	.....
Marseilles	3,055	1,589	4,644	34,58	850	4,308	+ 336	+ 7·79
Havre	12,693	3,863	16,556	21,737	1,227	22,864	— 6,108	— 27·91
Dunkirk	40,096	4 261	44,957	42,331	5,475	47,806	— 2,849	— 5·95
Antwerp	77,802	20,675	98,477	79,654	7,398	87,052	+ 11,425	+ 13·12
Ghent	.....	200	200	950	.....	950	— 750	— 78·93
Bremen	9,257	1,633	10,990	7,187	1,476	8,663	+ 2,257	+ 26·05
Hamburg	79,225	19,736	98,961	77,835	17,684	95,569	+ 3,392	+ 3·54
Barcelona	16,508	6,700	23,008	13,080	4,350	17,430	+ 5,578	+ 32·00
Genoa	60,680	20,558	71,238	57,690	21,542	79,232	— 7,994	— 10 09
Naples	2,600	4,300	6,900	5,300	1,450	6,750	+ 150	+ 2·22
Venice	41,798	20,375	62,173	24,824	9,250	34,184	+ 27,989	+ 81·87
Leghorn	1,600	800	2,100	1,200	100	1,300	+ 1,100	+ 84·61
Catania	1,925	970	2,195	400	760	1,160	+ 1,035	+ 89·22
Trieste	82,467	27,841	110,308	75,365	15,835	91,220	+ 19,088	+ 20·91
Fiume	6,547	1,203	7,750	6,656	550	6,206	+ 1,544	+ 24·87
Odessa	500	925	1,425	9,514	.....	9,514	— 8,089	— 85·02
Gothenburg	950	.....	950	1,750	100	1,850	— 900	— 48·64
							Net Increase	
Total	435,486	142,443	577,929	471,165	89,269	560,434	+17,495	+3·12

BOMBAY NATIVE PIECE-GOODS MERCHANTS' ASSOCIATION AND CARRIERS' NOTES.

On the 27th December 1901, the attention of the Chamber was called to the following notice in the daily press :—

BOMBAY NATIVE PIECE-GOODS MERCHANTS' ASSOCIATION.

Notice is hereby given that it has been resolved by the above Association that as regards Goods intended by the Members of the Association from the 1st day of February, 1902, Carrier's Note or Certificate will not be accepted by the Members of this Association as proof of the date of Shipment, but only the Bill of Lading or the Certificate of the Liners as to the delivery of the Goods to them for Shipment will be accepted as such proof.

The Conference Liners will grant the necessary certificate on application.

JAITHABHAI WALJEE,
KALIDASS MULCHAND,
Joint Hony. Secretaries.

Representations having been made to the Chamber by several members on the subject, the matter was discussed at some length by the Committee, who considered that the notice must have been issued by the Association under misapprehension of conditions ; but, before further consideration, they thought it well to ascertain whether the Piece-Goods' Association possessed information that the Liners had, in Manchester, Glasgow and elsewhere, Agents who would take from Merchants delivery of goods when ready. The Secretary had addressed the Association to this effect, when the following telegram was received from the Manchester Chamber of Commerce :—

"Alteration terms proposed January first Piece-Goods' "Association impracticable. Conference Liners refuse "required certificates. Inform Association. Letter "follows. Manchester Chamber."

The telegram was acknowledged, and a copy was forwarded to the Piece-Goods' Association. By direction of the Committee the letter to the Piece-Goods' Association, embodying the Manchester Chamber's telegram, was lithographed and circulated to Members. The Manchester Chamber confirmed their telegram in a letter of the 22nd January, and stated that after considering the notice issued by the Bombay Native Piece Goods' Association, the Board saw insuperable objections to agreeing to the proposed stipulations, and gave detailed reasons, which were briefly as follows :—(*a*) the irregular intervals between berthings of the conference steamers, (*b*) failure of steamers to enter dock, (*c*) delay of steamers in dock with indent goods on board, and (*d*) refusal of the Bombay Steamship Conference to agree to the proposed change. The letter added that the Conference Liners make it obligatory upon shippers to send goods for shipment by the Manchester Ship Canal, which Company thus becomes the accredited carrier for the Conference The Board submitted that the Ship Canal Companies' certificates of receipt meet all reasonable requirements and that the Ship Canal Company is prepared to grant such certificates whenever required. A copy of this letter was forwarded to the Piece-Goods' Association and that body communicated to the Chamber the following resolution of their Committee :—

> " No carriers' note will be accepted as proof of the date " of shipment of goods indented, but the date of the Man- " chester ship Canal Company's certificate stating that the " goods were delivered to them for shipment, or the date " of the Bill of Lading."

The Piece-Goods' Association asked the Chamber to confirm their resolution and to circulate it to all Members, and also to communicate it to the Manchester Chamber of Commerce. The Secretary was directed to inform the Association that, as the terms of their resolution involved conditions which must naturally be a matter of individual settlement between buyer and seller, it did not fall within the province of the Chamber to confirm them or to circulate them to persons who might fall

within either of those categories. They would, however, forward copy of the Association's letter to the Manchester Chamber for their information. A copy was accordingly forwarded to Manchester, together with a copy of the Committee's reply to the Association. In the meantime, the Manchester Chamber forwarded for the information of this Chamber a copy of the circular letter issued by the Manchester Ship Canal Company to Manchester shippers, setting forth the arrangements made for granting certificates of date of shipment. It was requested that this Chamber should represent to the Piece-Goods' Association the desirability of withdrawing its original notice.

As the Committee, however, had reason to believe that the notice in question had not been given effect to by the Piece-Goods' Association, it was decided to leave the matter in abeyance and not take further action at that time. The Manchester Chamber was advised accordingly.—(*Appendix* **NN.**)

SHIPMENT OF GOODS UNDER CONTRACTS WITH DEALERS.

On 14th April 1902, a member asked for an expression of the Committee's opinion as to what is understood by import firms in Bombay to be the meaning of the following words in a dealer's contract, :—" Shipment in four lots, 1st January or earlier, with three to four weeks interval."

The point in question was whether shipments subsequent to the first shipment under the contract were governed by the date the first shipment was made or not. For instance, in contracts worded as the one under reference, the firm pointed out that some dealers understood that they were bound to accept goods if shipped in monthly lots, namely, January, February, March,

April, whereas others claimed that if the first shipment was to be made on 10th January, the second shipment would have to be made on or before February 10th.

In the circumstances stated, the Committee were of opinion that each of the three last shipments under the contract must be made or tendered within three or four weeks of the preceding shipment, and that a shipper shipping one lot on the 15th January would be bound to make the next shipment not later than the 12th February.

PIECE-GOODS, IMPORTED.

ALLOWANCES ON WHITE NAINSOOK.

Replying to an enquiry from a member of the Chamber—under date 6th February 1902, as to the official allowances laid down as being sufficient for White Nainsooks cut in two parts, and pieces from which patterns have been cut, the Committee intimated that the Chamber recognised no rule as to such allowances.

SURVEYORS IN PIECE GOODS DISPUTES.

(*See Chamber's Report* 1901, *p.* 25.)

At the instance of a member of the Committee, the Committee took into its consideration a proposal to alter the Chamber's Rules regarding surveys on Piece-Goods. After some discussion it was felt that the time was not opportune for any action in the proposed direction and the matter was, therefore, allowed to drop.

DELHI PIECE-GOODS ASSOCIATION RULES.

As reference is sometimes made to this Chamber in matters relating to contracts effected under the rules of the Delhi Piece-Goods Association, the Committee wrote to that body for copies of such rules and form of contract, but no reply was

received. It was subsequently ascertained that the Association was temporarily disorganised, but that the rules for arbitration and the contract form were in force as before. Copies of these documents were procured through the instrumentality of a member and are printed in the Appendices for reference but without any responsibility or formal recognition.—(*Appendix* **OO.**)

CLASSIFICATION OF MILL MANUFACTURED COTTON CLOTH FOR PURPOSES OF EXCISE DUTY.

Replying to an enquiry from the Upper India Chamber of Commerce, under date 4th September 1902, the Committee stated that no hard and fast principle on which **coloured goods** should be distinguished from **grey goods** has been laid down, but that, with the exception of Chadars, Dhutis and Domestics having coloured borders of limited width, all goods in which coloured yarn is used are considered as coloured goods. Also that all striped goods, irrespective of the proportions of coloured and gray yarns therein, are treated as coloured goods and that Dhutis with coloured borders of specified widths up to 1½ inches are in the Tariff Schedule classified as grey goods, but with values proportionate to the width of border.

TOWN DUTIES.

(*See Chamber's Report*, 1901, *pp.* 28-35, 282-99.)

The letter addressed by the Chamber to the Acting Municipal Commissioner on the above subject, under date 5th September 1901, was not replied to until the 7th of July 1902. After ten months' delay the Committee received in reply a Memorandum drawn up by the Revenue and Refund Audit Officer of the Municipality, which in their opinion in no way met the case.

Mr. W. L. Harvey, I.C.S., the Municipal Commissioner, having in the interval returned from leave and resumed office the Committee, on 23rd August 1902, placed the entire correspondence before him, accompanied by a memorandum in which the chief inaccuracies of the Municipal Memorandum were

touched upon. The Committee at the same time suggested that, as no useful purpose would be served by further correspondence, a small deputation from the Chamber should wait on the Municipal Commissioner for the purpose of discussing the subject. A meeting was accordingly arranged with the Municipal Commissioner, and the following gentlemen—who were invited to form a Sub-Committee—waited on that official on Thursday, 25th September 1902 :—

H. C. Wright Esq., (Deputy Chairman,)
J. M. Dick, Esq.,
W. W. Petrie, Esq.,
The Secretary.

The discussion was confined mainly to the expediency of abolishing Bye-law 1 (*a*) prescribing the production of original Import Bills as a preliminary to refund. The representatives of the Chamber were constrained to admit that there existed certain obstacles to such abolition, and a substantial probability that it might give rise to a new set of frauds, possibly as great as those perpetrated at present. Having in view the facts that some of the most conspicuous abuses complained of arose as a consequence of the arrivals in Bombay of grain for up-country during the famine, and that the crop prospects indicated no renewal of the same conditions, the Sub-Committee were disposed to recommend that the abolition of Bye-law 1 (*a*) be not further urged. On opening with the Commissioner the larger subject of the abolition of the Town Duties and the substitution of a small general duty without refunds, they found him disposed to regard the matter as worthy of consideration.

At the time of compiling this Report, the subject however was engaging the attention of the Committee of the Chamber and a further Memorandum was in course of preparation.—(*Appendix* **PP.**)

TRADE RETURNS OF BOMBAY PRESIDENCY.

It was brought to the notice of the Committee that in the Annual "Yellow Book" of the Trade and Commerce of Bombay for 1901-1902, the figures for the Port of Bombay were not as

in previous years shown separately from those for Bombay Presidency. It was accordingly represented to the Commissioner of Customs by a letter dated 6th November 1902, that this change had the effect of very greatly injuring the value and utility of the publication in question and of virtually precluding the proper study of many of the most important questions relating to Bombay Trade. In Foreign Trade the difference between the figures for the Presidency and for the Port was in some cases small and if this condition were a permanent one, the abolition of the one set of figures would be comparatively unimportant. But in respect of coasting trade the difference between the figures for the Presidency and for the Port was enormous and the former furnished no basis for deduction in regard to the latter. The Committee submitted that when any alteration was proposed in the form or scope of statistics on which all commercial bodies have to depend so largely, they might fittingly be afforded an opportunity of expressing an opinion in the matter. In the present instance it was hoped that the Commissioner would see his way to renewing publication of the figures in the form formerly given to them and repair the deficiency in respect of 1900-1901, in order that the work previously expended on those Returns might not be rendered nugatory so far as comparative purposes were concerned.

At the same time the Committee forwarded to the Chambers of Commerce, Bengal, Madras and Karachi, copy of their letter to the Commissioner of Customs, and, stating that they understood this change in system had been enforced in other Presidencies enquired, if such were the case, whether the curtailment of similar Trade Reports in their respective Presidencies, had the effect of greatly injuring the value and utility of such publications. The replies received from the Bengal and Karachi Chambers indicated that similar alterations had been made in the Trade Reports of those Presidencies and they agreed with the Committee of this Chamber that the alterations were undesirable and detracted seriously from the value of the statistics.

The Commissioner of Customs in his letter dated 30th November pointed out that the matter appeared to be one in which

the Chamber should enter into consultation with the Director-General of Statistics. The Committee therefore addressed themselves to that officer in much the same sense as their letter to the Commissioner of Customs and added that the Chambers of Bengal and Karachi agreed with the Committee in their view of the said change. The Director-General acknowledged receipt of the letter on the 23rd December, and stated that it had been laid before the Government of India.—(*Appendix* QQ.)

SHORT REELED YARNS.

(*Reference* : *Report for* 1900, *page* 98 ; *Report for* 1901, *pages* 19, 211, 518.)

It will be remembered that the question of short reeling of yarns as practised by some mills in India claimed the attention of the Committee in 1901 and was discussed with some energy at the General Meeting concluding the work of that Committee. During the months succeeding that meeting it was known to the new Committee that the matter was not being lost sight of by those most interested ; and communications were received from members on the subject, but not till July 24th was any further official communication on the subject addressed to the Chamber. The communication in question emanated from the District Magistrate and Inspector of Factories at Sholapur, who stated that his attention had been called to complaints of short reeling of 20s yarns, alleged to be practised by cotton mills at Sholapur, to the detriment of mills in adjacent districts. He explained that the trade in 20s constitutes about 70 per cent. of the local output, since it is used for the coarse clothes worn by the mass of the population. He stated the complaints referred to as follows :—"That the weavers want the full number of 20 "knots in a bundle of 20s yarn, but like a coarser thread than "real 20^s as stronger and less liable to break in weaving, it is "of course impossible to give the full number of knots of thicker "thread and full length without increasing the weight, and con-"sequently, the cost, but increased cost means diminution of

" profits if the price is not raised, while to raise the price means " to lose the market ; that accordingly, to keep the weight and " cost the same as those of real 20s, and at the same time meet " the demand of the weavers for a coarser thread, the Sholapur " mills make up as 20s yarns of lower counts, correspondingly " reducing the length of the 840 hank ; the weavers see the " full number of knots and a coarser thread and are satisfied, not " knowing or caring that the length is deficient, and refuse to " buy honest 20s of full length, saying that the thread is " thin and weak ; and that in this way dishonest goods labelled " with a false trade description oust honest goods from their " natural local market, where they have previously commanded " a legitimate popularity."

The writer recognised that absolute exactness and uniformity were unattainable in an industry into which human agency entered so largely ; and expressed himself as not satisfied that the Sholapur mills deviated to a serious extent or more than other mills in the Presidency. He described the degree of variation found in many yarns examined and instanced one of the complainant Companies as selling 18s and 19s under a 20s ticket.

In conclusion he intimated that he had forwarded to the Chamber four bundles of yarn, the product of the three Sholapur Mills and requested that the yarns might be tested and the results communicated to him.

In a subsequent letter, dated 29th July 1902, the same gentleman, as Collector of Sholapur, intimated that he had forwarded also two other hanks of yarn which he requested the Committee to have tested along with those previously sent. In the same packet he forwarded for similar trial a bundle of yarn produced by one of the complainant Companies and he pointed out that while the label declared the yarn to be of 18½ count the number of knots in the bundle was 20.

On receipt of the yarns in question the Committee selected five firms owning mills in Bombay and ordered that 2 hanks of each of the five descriptions of yarn should be sent without dis-

closure of the makers' names, to each of the said five firms for test, the results to be afterwards compared and reported to the Committee. This was done, and although some difficulty attended the establishment of averages in the matter, seeing that the procedures adopted by the various firms were not uniform, such averages were eventually worked out and submitted to the Committee, who directed that they should be communicated to the Collector of Sholapur and to the Bombay Millowners' Association. The details of those averages will be found in the Appendices. It is sufficient here to give the summary :—

		Averages of five tests.		
No. 1	yards	845·2	Count	19·98
No. 2	„	832·9	„	20·13
No. 3 ... ... (Green ticket)	„	796·3	„	19·33
No. 4 ... ... (Yellow ticket)	„	808·3	„	19·43
No. 5	„	787·9	„	19·69

The two extra skeins referred to in the Collector's letter of 29th July, were unfortunately mislaid in the mill to which they were sent for test, but on the Secretary's inviting the submission of two other skeins he was informed that no further tests were for the present considered necessary.

On the 17th September 1902 the Secretary to the Bombay Government in the Revenue Department wrote to the Committee, alluding to the published reports of the Annual Meetings of the Chamber of Commerce and Millowners' Association, and to the references made at those meetings to the subject of short reeling. Government inferred that there was now, or had lately been, in some mills in this Presidency, a systematic violation of the law ; and argued that if this were not stopped, others might be forced for their own protection to engage in similar practices. Considering that the purchasers who were defrauded had neither the means nor the intelligence to prosecute, while a millowner might naturally avoid the odium of taking proceedings against another, Government entertained the possibility of their undertaking the necessary prosecutions,

but desired first to have the advice of the Committee on the point.

The procedure tentatively indicated by Government was based on the premise that it was undesirable that use should be made of any rules under the Cotton Duties Act to obtain the requisite information. It was therefore suggested that the Inspector of Factories should purchase in the market any yarns which he suspected and should have them tested. The yarn would be purchased in the presence of witnesses, and the place and hour of testing would be notified to the manager of the producing mill with an intimation that he or a representative might attend. If the result of the test in any case showed that a false trade description had been used, application would be made to Government for permission to prosecute. It was added that if the contemplated action were to be taken, it could not be confined to Bombay, but must be applied equally in other Provinces.

The Committee on the 26th September replied that they favoured the proposal that Government should prosecute those engaging in the systematic short reeling of yarns, and suggested that the issue to all mills of a circular intimating the intention of Government to take such action would have a good effect.

Members are referred also to an extract from the Report of the Bangalore Woolen Cotton and Silk Mills on the above subject, which extract was forwarded to the Committee by one of the members and will be found in the Appendix.—(*Appendix* **RR.**)

PETROLEUM, TRANSPORT AND STORAGE OF.

In a letter, dated 22nd February, 1902, the Bengal Chamber of Commerce intimated to the Committee that a suggestion had been made to them for a joint representation to the Government of India for the revision of the Petroleum Act of 1899 and other Acts bearing on the transport and storage of Petroleum, and they begged that they might be informed whether any dissatisfaction existed in this port with regard to the working of these

Acts, and whether there was any general feeling that their revision was called for. After consulting various members of Chamber interested in the matter, the Committee replied that on the information placed before them they did not think it necessary, at that time, to offer any specific criticism on the working of the Petroleum Act and other Acts bearing on the transport and storage of Petroleum, but that if the Bengal Chamber should consider it necessary to address Government in the matter any representation or proposal put forward by them would receive the careful consideration of the Committee.

BULK OIL DEPOTS ON RAILWAYS.

In October official intimation was received of a decision given by the Government of India with reference to the application of the **Standard Oil Company** of New York for permission to establish Bulk Oil Depôts at certain stations on the East India Railway. The decision was in the following terms:—"That in the matter of the transport of bulk oil by rail and of its storage on railway premises, the same facilities shall be open to American as to all other suppliers. These orders apply to all railways in India in which Government have control in such matters."

IMPORTATION OF BITUMASTIC SOLUTION.

In February 1902, the Agents of a certain steam-ship line plying to Bombay, forwarded to the Committee a correspondence which had passed between them and various Authorities in Bombay, respecting a quantity of Bitumastic Solution, imported for use on one of their vessels, but which contained petroleum flashing below 76° Fahrenheit. The preparation in question was treated by the authorities as dangerous within the meaning of Section 2 of the Petroleum Act VIII of 1899, and orders had been passed that it must be destroyed unless re-exported without delay. The Committee was invited to intervene; but after full consideration they replied that, since the authorities appeared to have acted in strict conformtty with the law, and since the Committee did not, at that time, see what specific recommenda-

tion they could make for the exemption of a substance of undoubted and great inflammability, they were unable to take any action.

DISCHARGE OF KEROSENE OIL CARGO.

The local representative of the Standard Oil Company of New York addressed the Committee on 25th July 1902, and asked for an opinion on the following point :—

> " If a Kerosene oil steamer on her total discharge counts out a number of cases in excess of the Bill of Lading quantity, is the consignee entitled to claim such excess quantity on payment of extra freight.? "

The Committee were of opinion that under the circumstances stated the consignee was entitled to claim such excess quantity on payment of extra freight, and this decision was, in due course, communicated to the Standard Oil Company of New York.

INDIAN EXPLOSIVES ACT, 1884.

(*See Chamber's Reports*, 1900, *page* 172, & 1901, *page* 128).

Draft Rules to regulate the transport and importation of explosives under the above Act were published by Government during the year, and copies were forwarded to the Chamber in the usual way. The papers were in due course circulated to members interested, but there were no points on which the Chamber's intervention was called for. (See *Government Gazette of India*, No. 3, dated 18th January 1902, No. 8, dated 22nd February 1902, and No. 27, dated 5th July 1902.)

The *Gazette* is on record in the Chamber's library.

On the 15th October the Port Officer of Bombay issued to owners, agents and tindals of Cargo Boats a Notice calling their attention to Notification No. 9270 of the Revenue Department, dated 22nd December 1897 on this subject and warning them of the penalty to be incurred by any infringement of the Rules.

The Government of Bombay further favoured the Chamber with copies of Notifications of the Madras Government in this connection, G. O. No. 472, dated 16th June 1902, and G. O. No. 638, dated 6th August 1902.

KEROSENE OIL ON NATIVE PASSENGER SHIPS.

(*See Chamber's Reports*, 1899, *pp.* 123, 367 ; 1901, *pp.* 60, 321.)

The question of the conditions under which the carriage of kerosene oil should be permitted on native passengers ships has been under the consideration of Government since 1899, and both in that year and in 1901 (see Reports as above) the opinion of the Chamber was officially taken in the matter. It will be seen from the Report for the latter year that the Committee then represented to Government that certain of the provisions contemplated were unnecessarily stringent. One of the provisions so objected to was "that the tins containing kerosene oil or petroleum should be enclosed in outer wooden cases," which, the Committee held, had been shown by experience to be unnecessary.

On the 21st of May 1902, however, the Collector of Customs in Bombay, at the instance of the Commissioner of Customs, invited an expression of the Chamber's opinion on the same subject, mentioning that the modes of conveyance in ships other than bulk oil steamers, which were then under the consideration of the Government of India, were :—

(1) Tins, protected by wooden cases,

(2) Hermetically sealed iron or steel drums and

(3) Imported barrels, which have been strongly made and coated internally with glue to prevent leakage.

It was added that the question whether kerosene oil or petroleum should be allowed and be taken on board a Native passenger ship or discharged therefrom except between the hours of sunrise and sunset was also under the consideration of Government.

The opinion of the Committee on both these points was invited, and the Committee directed that copies of the correspondence had by this Chamber with Government in 1901 be forwarded to the Collector as indicating that opinion.

With regard to the loading or discharging of kerosene oil at night, the Committee submitted that no danger attended such operations unless **naked lights** were used; but they considered that Government might reasonably prescribe the use of electric light as a safe guard.—(*Appendix* **SS.**)

CHAMBER'S PUBLICATIONS.

On the 10th June, the Secretary circulated to the Committee a Memorandum reporting representations made regarding the usefulness or otherwise of the **Import and Export Manifests** published by the Chamber. The criticisms made were to the effect that, since only in rare instances were the names of shippers and consignees shown in these publications, those shipping lines whose clients were so disclosed were thereby placed at a disadvantage; and it was suggested that this inequality of conditions would be removed if names of shippers or consignees were given in all cases. A question also arose as to the value of the Import and Export Manifests as at present compiled, and having regard to the heavy expense involved. The **Daily Trade Return** gives particulars in respect of Piece-Goods, but it would probably be a very serious matter to try to get out a Daily Trade Return detailing all goods in the same way as is done for piece goods. If the Importer's name were to be given, it would be impossible to summarize the different classes of goods, as is, at present, done in the Import Manifests; and if some ships were allowed to omit the names of their constituents, all others would claim a like exemption. In that case the Import Manifest would give even less information than the Daily Trade Return at present gives in respect of Piece-Goods. Would it then be worth publishing? The Secretary added to his note a statement giving the cost of printing the Chamber's publications against subscriptions received from the same source.

The matter was referred to a special sub-committee who met on the 7th July, and went fully into the question. They recommended that the publication of the Import and Export Manifests be discontinued as soon as possible. Their report is appended. The General Committee, however, considered that the matter was one in which they should consult the body of subscribers. Accordingly the Secretary in a circular letter, dated 2nd July, invited members to give their opinion on the points at issue and called for specific suggestions in which the usefulness of the publications could be enhanced. The number of replies received did not appear to indicate any strong inclination on the part of the members to take up the question; and the Secretary had to issue a reminder on the 29th August, which finally elicited replies from about 26 members. The largest number of suggestions with reference to any one particular publication was only 8, whilst in respect to other publications four or five members at the most responded. The various criticisms and suggestions were considered by the General Committee, who, in view of the small proportion of the members who had expressed any opinion in favour of a change, and in view of the wide diversity of opinion expressed by that small number as to the precise nature of such reforms as they suggested, could not feel that they had any mandate to abolish or alter any of the publications, which, therefore, continue as before. (*Appendix* **TT.**)

WEATHER AND CROP REPORTS.

These returns, showing the weekly rainfall at the stations on the lines, have been regularly supplied to the Chamber by the G. I. P. and B. B. & C. I. Railway Companies during the past season. The thanks of the Chamber are due to the Agents of the Railway Companies for so courteously complying with the wishes of the Chamber in this respect.

RAINFALL OF THE CALENDAR YEAR 1902.

(*See Chamber's Report* 1901, *p.* 82.)

The following Table, in which the year is divided into the Meteorological seasons observed by the Meteorological Depart-

ment, is compiled from the reports issued by that office in order to present in condensed form a definite record of the weather of the past year.

	Stations.	From 1st Nov. 1901 to 31st May 1902			From 1st June to 31st Oct. 1902.			From 1st Nov. to 31st Dec. 1902.		
		Actual.	Average.	Variation.	Actual.	Average.	Variation.	Actual.	Average.	Variation.
Punjab and N. W. Provinces.	Lahore ...	1·78	4·56	−2·78	10 05	15·54	−5·49	0·00	0·45	−0 45
	Sirsa ...	2·04	2·76	−0·74	5·17	11·65	−6.48	0·00	0·32	−0·32
	Delhi ...	0·87	4·01	−3·14	26·46	24·08	+2·38	0·00	0·64	−0·64
	Agra ...	0 31	2·17	−1·86	22·52	26·25	−3·73	0·00	0·40	−0·40
	Cawnpore ...	0·40	2 37	−1·97	26·15	33·57	−7·42	0·00	0·61	−0·61
	Allahabad ...	1·14	2·40	−1·26	38·39	38·33	+0·06	0·00	0·49	−0·43
	Jhansi ...	1·93	2·19	−0·26	32·75	36·32	−3·57	0·00	0·37	−0·37
Sind & Rajputana.	Jacobabad....	0·14	1·27	−1·13	1·95	2·51	−0·56	0·01	0·20	−0·19
	Karachi ...	1·86	1·61	+0·25	9·11	6·65	−2·46	0·02	0·20	−0·18
	Joypore ...	0 67	2·06	−1·39	18 08	23·99	−5·91	0·00	0·39	−0·39
	Ajmere ..	1·61	2·04	−0·43	15·46	19·77	−4 31	0·00	0·47	−0·47
Gujarat and Central India.	Deesa ..	0·67	0·76	−0·09	13 41	23·36	−9·95	0·00	0·23	−0·23
	Ahmedabad...	0·42	0·69	−0·27	27·52	32·55	−5·03	0·11	0·45	−0·34
	Bhuj ..	0·26	0·62	−0·36	9·86	13·90	−4·04	0·00	0·19	−0·16
	Jamnagar ..	0.01	1·15	−1·14	10·24	22·57	−12·33	0·00	0·91	−0·91
	Dwarka ...	0·05	..	...	12 93	...	...	0·00	...	...
	Rajkot ...	0·01	1·02	−1·01	25·07	27·40	−2·33	0·08	0·37	−0·29
	Bhav'gar Para	0·14	0·85	−0·71	21·42	18·89	+3·53	0·47	0·54	−0·07
	Veraval ...	0·00	0·71	−0·71	16·42	17·53	−1·11	1·09	0·68	+0·41
	Neemuch ...	0·88	1·43	−0·55	27·61	28·64	−1·03	0·13	0·47	−0·34
	Indore ..	0·47	1·62	−1·15	27·34	32·02	−4·68	2·45	0·54	+1·91
Berar and Central Provinces.	Saugor ...	0·77	2 97	−2·20	31·34	45·60	−14·26	4·40	1·03	+3.37
	Jubulpore ...	0·76	3·22	−2·46	35 68	55·89	−20·21	0·77	0·76	+0·01
	Hoshangabad	1·06	2·39	−1·33	30·09	49·49	−19·40	5·16	0·98	+4·18
	Khandwa ...	1·11	1·57	−0·46	29·75	29·78	−0·03	2·82	0·66	+2·16
	Raipur ...	0·95	3·33	−2·43	26·08	47·27	−21·19	0·09	0·71	−0·62
	Nagpur ...	0·12	3 78	−3·66	25·96	45·71	−19·75	1·94	1·29	+0·65
	Amraoti ...	0·43	2·90	−2·47	26·75	31·73	−4·98	1·12	1·16	−0·04
	Akola ...	0·23	2·85	−2·62	25·84	31·31	−5·47	1·38	1·29	+0·09
Bombay.	Surat ...	0·50	0·43	+0·07	53·73	43·60	+10·13	0·84	0·17	+0·67
	Malegaon ...	0·74	1 77	−1·03	17 76	22·31	−4·55	3·39	0·76	+2·63
	Bombay ..	0·00	1·47	−1·47	71 15	73·74	−2·59	0·82	0·55	+0·27
	Poona ...	0·19	3 40	−3·21	21 18	24·49	−3· 1	2·53	1·25	+1·28
	Ahmednager.	0·27	3 03	−2·77	25 43	19·39	+6·04	2·83	1·09	+1·74
	Aurangabad..	0·60	...	...	27·00	...	...	7·69	...	..
	Sholapur ...	0·00	3 41	−3·41	24·46	27·57	−3·11	5·08	1·62	+3·46
	Ratnagiri ...	1·16	2·19	−1·03	93 64	105·16	−11·52	2·94	0·47	+2·47
	Bijapur ...	2·10	4 43	−2·33	14 08	20·15	−6·07	3·46	1·87	+1·68
	Belgaum ...	3·12	6 77	−3·65	40·37	43·36	−2·99	10·14	1·88	+8·26
	Goa ...	0·54	4 82	−4·28	121 47	88·61	+32·87	6·46	1·16	+5·60
	Karwar ...	0·42	6 08	−5·66	146 82	117·69	+29·13	4·05	2·15	+1·90
Malabar Coast and Mysore.	Mangalore ...	15·55	11·56	+3·99	140·40	110· 8	+30·02	5·74	3·10	+2·64
	Calicut ...	17·35	48·77	−0·42	113 53	96·34	+17·19	12·87	5·69	+7·18
	Cochin ...	24·76	29·05	−4·29	109·13	86·37	+13·76	6·44	7·91	−1·47
	Bangalore ...	9·65	10·00	−0·35	23 91	25·06	−1·15	1·44	3·81	−2·37
Madras.	Secund'bad...	1·76	4·73	−2·95	22·95	28·99	−6·04	1·79	2·03	−0·24
	Masulip'am...	3 90	9·23	−5·24	43·51	31·68	+11·83	7·90	7· 8	+0·32
	Bellary ...	8·02	5·06	+2·96	14 77	14·67	+0·10	2·64	2·08	+0·56
	Cuddapah ...	8·03	7·77	+0·26	24·54	24·93	−0·39	1·95	5·13	−3·18
	Madras ...	31·11	22·36	+8·75	33·19	25·03	+5·16	19·71	20·10	−0·39
	Coimbatore...	17·97	9·60	+8·37	19 97	11·30	+8·67	6·84	4·51	+3·33
	Trichino'poly	16.47	14·32	+2·15	20·63	18·22	+2·41	12·01	7 85	+4·26
	Negapatam ...	34·34	33·42	+0·92	20·39	22·14	−1·75	36·96	28·78	+8·18
Ceylon...	Colombo ..	54·42	52·90	+1·43	55·92	36·58	+19·34	29·06	19·92	+9 14
Aden.....	Aden ..	...	...	...	0·00	0·32	−0·32	0·07	0·57	*−0·50

* 30th December.

CROP FORECASTS.

On 26th July, 1902, the Bombay Government, in pursuance of the general cutting down of Reports, enquired of the Chamber as to the utility of the forecasts of certain crops of special commercial importance which are published from time to time by the Director-General of Land Records and Agriculture. The crops referred to were, Cotton, Wheat, Sesamum, Linseed, Rapeseed and Groundnut. The Committee replied that the forecasts had considerable interests which would be greatly enhanced if the publication could be made at an earlier date.

COTTON SEED.

EXPORT TRADE.

The very large increase in the Export Trade in Cotton Seed which has taken place in the last three years, has attracted attention from many quarters; and in May of 1902, the Inspector General of Agriculture in India wrote to the Chamber to enquire :—

(1) Who consigns the cotton seed from Bombay to Europe?

(2) For what purpose is the seed used?

(3) Whether any particular variety of cotton seed is considered superior for export; if so, from what place is it obtained?

The Committee replied :—

(1) That the cotton seed was shipped by a large number of firms, European and Native, including many of the leading houses.

(2) That the seed was understood to be used for the extraction of oil and the manufacture of oil-cake; and that the increase in its exportation was believed to be largely due to the use of bisulphide of carbon instead of simple crushing, which latter process failed to extract all the oil from Indian seed, that description being relatively poor in oil and having the further disadvantage attending great tenacity of the fluff or lint.

(3) That virtually no distinction was drawn between the various descriptions of Cotton Seed, shipments being made as "fair average of the year's crop." That there was sometimes a difference of price amounting to about four annas a candy in favour of Berar and Hubli seed as compared with Khandeish ; but that the various qualities, so far as could be ascertained, were invariably mixed before shipment.

In this connection references may be made to Bulletin No. 9, *The Cotton Seed Oil Industry* by F. G. Sly, C. S., Director of Agriculture, Central Provinces, Nagpur, 1902, pp. 7 and 16.

IMPORTS OF SILVER INTO INDIA.

The following figures—which were furnished to a member of the Chamber during the year—represent the imports of Silver (Private and Government) into British India from Foreign Ports in each official year from 1880-81 to 1900-1901, and the figures are now published in this report for future guidance :—

Year.	Value Rupees.
1880-81	3,89,25,740
1881-82	5,37,90,500
1882-83	7,48,02,270
1883-84	6,40,51,510
1884-85	7,24,56,310
1885-86	11,60,66,290
1886-87	7,15,57,380
1887-88	9,22,87,500
1888-89	9,24,66,790
1889-90	10,93,78,760
1890-91	14,17,51,360
1891-92	9,02,21,840
1892-93	12,86,35,690
1893-94	13,71,98,180
1894-95	6,32,92,290
1895-96	6,58,22,220
1896-97	5,85,60,300
1897-98	8,47,34,810
1898-99	3,98,07,840
1899-1900	3,57,66,980
1900-1901	9,50,72,320

IMPORT OF COAL INTO BOMBAY BY SEA AND RAIL.

The following return of the Imports of Coal into Bombay by Sea and Rail in the years 1896 to 1902 were prepared at the instance of a member.

Imports of coal into Bombay by Sea and Rail during the Calendar years 1896 to 1902.

From	1896.	1897.	1898.	1899.	1900.	1901.	1902
By Sea	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Europe	392,689	116,101	193,814	304,887	58,631	82,434	176,530
Australia	18,033	10,597	4,128	6,745	.....	1,390	5,141
Japan ...	57,677	24,545	16,817	75,387	23,936	56,565	7,421
Calcutta	251,816	429,972	380,945	343,297	591,997	741,474	463,973
Total by Sea ...	720,215	581,215	595,704	730,316	674,564	881,863	653,035
By Rail	38,534	87,979	110,452	41,196	74,426	33,015	*.....
	758,749	669,194	706,156	771,512	748,990	914,878	*.....

* Imports by Rail for the year 1902 are not available as Government has discontinued publishing Quarterly Returns.

IMPORTS OF CEYLON TEA INTO BOMBAY.

Replying to an inquiry from the Indian Tea Association, Calcutta, as to the quantity of Ceylon Tea imported into Bombay annually for the past ten years, the Committee furnished the following particulars :—

Official year.	Quantity. lbs.
1892-93	606,955
1893-94	949,732
1894-95	834,310
1895-96	915,573
1896-97	650,446
1897-98	899,773
1898-99	946,057
1899-1900	429,183
1900-1901	1,293,064
1901-1902	616,500

CLEANING OF GRAIN NEAR THE DOCKS.

On the 10th January 1902, the Executive Health Officer to the Municipality of Bombay wrote to the Chamber to the effect that residents in the Frere Road had complained to him about a certain nuisance said to be caused by the dust blown from the grain-cleaning godowns. He further asked whether it would not, in the opinion of the Committee, be possible to devise some means of mitigating the alleged nuisance.

The Committee gave the matter the full attention due to any representation emanating from the Health Officer of the Municipality, and communicated on the subject with the firms most likely to be able to suggest some means of abating the alleged nuisance without serious injury to the trade. While prepared to admit that the operations of the grain trade, like those of any other trade, might be attended by some inconvenience, the Committee felt that such inconvenience as attended it was not such as might correctly be called a nuisance, nor such as could be substantially abated without grave injury to the commerce of the Port. These views were communicated to the Executive Health Officer in a letter dated 31st January ; and it was further argued that in a city whose existence depends on the facilities it affords to the operations of commerce, it would be unwise to aim at a degree of amenity, no doubt, desirable in a purely residential town. The Committee submitted that, as a matter of fact, it was only in the busiest season of the year that the dust from the grain cleaning was even comparable with that encountered in streets where the tramway lines were being swept; and they regretted that they would not expect any very great advantage to attend the more copious watering of the roads, which was the only measure that had been suggested to them as a remedy for the inconvenience to which the Health Officer's letter related. In conclusion, the Health Officer was informed that the substance of his letter had been communicated to members, and that all means consistent with the conduct of the trade would, no doubt, be used to prevent any unnecessary production of dust.—(*Appendix* **UU.**)

RATE OF COMMISSION ON SALES OF METALS.

The Superintendent, Gun Carriage Factory, Bombay, having asked the Chamber for information as to the customary rate of Commission fees to auctioneers or brokers for selling metals, the Committee in reply said that from enquiries made by them they understood that the usual brokerage in the bazaar on sale of metals was **one quarter per cent.** As to auctioneers they believed it was a matter of arrangement between the parties concerned.

CHEMICAL ANALYSER TO GOVERNMENT.

FEES.

(*See Chamber's Report*, 1901, *page* 120.)

Some time ago complaints were received by the Committee regarding the high rate of fee charged by the Chemical Analyser to Government for a report on certain cases said to have contained a dangerous acid when shipped, and for giving evidence in a prosecution instituted in the matter. To verify these complaints the Committee wrote to that official asking him to favour them with a scale of the fees charged by him. He replied to the effect that the scale of fees was arranged by himself, and depended on the nature of the analysis required and the amount of trouble entailed.

In Calcutta, the Committee are informed, there is no tariff, and all fees charged to the general public for analysis or appearance in Court by the Chemical Analyser to Government are a matter of arrangement, as the fee depends on the nature of the work done. The Committee are also informed that in Calcutta, analysis by Chemists other than the Chemical Analyser to Government, is in many cases resorted to by merchants and private persons. A German gentleman, who started as a Chemical Analyst in Calcutta some time ago, is, the Committee believe, doing a large and increasing business.

The Committee in a letter dated 1st July 1902, informed Government of the complaints that had been received regarding the high rate of fee demanded by the Chemical Analyser to Government, and stated that, in view of the fact that there is in Bombay no competent private analyser to whom recourse might be had, "it would be a great convenience to the public "if Government could see its way to fixing a scale of moderate "fees for analyses in commercial matters." In reply your Committee were informed that "Government have already "decided that as regards the attendance of the Chemical "Analyser in Court, the allowance must depend on the rules "or discretion of the Court when he appeared in obedience to "the Court summons, but that when he attended at the "instance of an interested party, the determination of the fee "or other remuneration must be left to private arrangement;" and further "that there is no fixed scale of fees for the work "which may be done by that officer on behalf of the general "public, the matter being left to his discretion."

In the Appendices will be found a schedule of rates as charged by a **private Chemical Analyser** in Calcutta. The Committee believe that there is a likelihood that similar enterprise in Bombay would succeed. A scale of fees for the assay of Gold and Silver as charged in the **Bombay Mint** was obtained and will also be found in the Appendices.—(*Appendix* **VV.**)

ADULTERATION OF COFFEE.

On the 26th September1902, the United Planters' Association of Southern India addressed to the Chamber an interesting letter on the subject of Adulteration of Coffee, and invited the Committee to co-operate with them in procuring legislation to abate the abuse. The matter was carefully considered; but the Committee eventually replied that while they were not prepared to take any independent steps in the matter, they would be glad to receive a copy of any representation that might be made by the Association to Government, and would

then decide whether it was such as they could support. As the matter may, therefore come up again, the letters exchanged are to be found in the Appendices.—(*Appendix* **WW**.)

THE IMPERIAL INSTITUTE.

The Government of India in a Circular, dated 24th March 1902, forwarded to the local Government a Memorandum on the **Scientific and Technical Department** of the Imperial Institute, with a request that publicity might be given to the Memorandum and copies distributed to Chambers of Commerce and other public bodies. Copy of the Government of India's Circular and its accompaniment were forwarded to the Chamber by the local Government in their letter, dated 11th April 1902.

Mr J. Blackwell, of the Imperial Institute, informed the Chamber in a letter dated 23rd May, that the **City News Room and Information** Office of the Imperial Institute had been removed to 49, East Cheap, E.C., and asked that the Chamber's reports and publications might be sent to him regularly. He added that he would in return be glad to be of service in any way to this Chamber. He further stated that a **sample room** for the display of Colonial and Indian products was now open. The Committee acknowledged with thanks the information contained in Mr Blackwell's letter and stated that a copy of the Annual Report of the Chamber would be regularly forwarded to him, and if he desired it, a copy of the "*Weekly Trade Returns*" which would give him all the trade information regarding the Port of Bombay. Mr. Blackwell in thanking the Committee for their offer to send the Annual Report regularly, intimated that he would be glad to receive "*The Weekly Trade Returns*" also. Accordingly in a letter dated 31st July, Mr. Blackwell was informed that a copy of the "*Weekly Trade Returns*" would also be sent to him regularly.—(*Appendix* **XX**.)

INDUSTRIAL EXHIBITIONS.

The Committee have to thank the Consuls of France and Japan respectively for papers about the Industrial Exhibitions to be held in **Hanoi** and in **Osaka**. They are also indebted

to the Government of India for Circulars relating to the exhibition now being held at the Coronation Durbar at Delhi, and setting forth the regulations for the "**Louisiana Purchase Exposition**" to be held in St. Louis, U. S. A., during the period May to November 1904. The management of the British and Colonial Industrial Exhibition to be held at Cape Town, in the end of 1903 and beginning of 1904, also favoured the Committee with a copy of their preliminary notice. All these documents were duly circulated to members and copies were forwarded to the Millowners' Association.

The Hon'ble Mr. John Barrett, the Commissioner General of the United States Government to Asia, Australia and the Philippines for the Louisiana Purchase Exposition, otherwise called the St. Louis World's Fair, visited Bombay during the closing weeks of the year ; and it was arranged that on the 9th January a public meeting should be held at which he could address the members of the Chamber and other leaders of the business community on the subject of the Exhibition and its relations to India. A brief report of that meeting will be found in *Appendix* **YY**.

APPLICATIONS FOR TRADE INTRODUCTIONS, ETC.

During the year a large number of the usual applications for trade introductions were received. It is contrary to the practice of the Chamber to give information of the nature of a trade introduction or recommendation, since it is impossible to do so without incurring responsibilities foreign and possibly prejudicial to its prime functions. Private applicants are invariably answered accordingly ; but a board has now been affixed in the rooms of the Chamber on which particulars of enquiries are exhibited for the information of members who may care to communicate with the applicants. In some special cases of applications made by or through a Government Office, a Circular is sent out inviting such members as may care to do so, to communicate with the persons named ; but it seems possible that it may be found necessary to restrict this privilege still further.

KING'S CORONATION.

It was decided in June last, to forward a congratulatory telegram to His Majesty, the King-Emperor on the occasion of his Coronation. Owing, however, to His Majesty's illness and the consequent postponement of the Coronation the message was withheld by the Government of Bombay.

UNAUTHORISED PUBLICATIONS OF CHAMBER'S DOCUMENTS IN PRESS.

The Report of the Conference with the Special Commissioner for Indian Railways was published prematurely in a daily paper, and as similar incidents had occurred on two previous occasions, an inquiry was addressed to the Editor. It was explained that the firm owning the paper had, as members, received a copy of the report, which the Assistant Editor supposed to have been sent for publication.

It was accordingly directed that any documents sent to the press for publication should in future bear a note to this express effect signed by the Secretary; and these orders were duly communicated to the Editor of the Journal in question.

MONUMENT TO THE LATE MR. JOHN MARSHALL.

The sculptor engaged to make and erect the monument to the late Mr. Marshall fell into monetary difficulties with the result that great delay attended the work. Eventually it was arranged that the work should be taken over by another sculptor, who duly completed it. But when the stone was in position and the question of up-keep arose, application was made to the Bombay Burial Board, who reported that the foundations were insufficient. The contractor has, therefore, been informed that until the work is satisfactorily done, his accounts cannot be passed.

TRADE OF UPPER INDIA WITH BOMBAY AND CALCUTTA.

In the early part of the year some doubt arose as to whether Bombay did, as compared with Calcutta, that proportion of the

Upper India business in piece-goods and metals which her geographical position and the convenience of her Port would lead one to expect. Enquiries were accordingly made and the particulars procured from various sources are recorded in the Appendices.

Similarly, a member pointed out that until recently the Cawnpore market had been getting the bulk of its sugar from Bombay, but that since December 1901, Calcutta had been sending a larger quantity to Cawnpore. It was suggested that this diversion of trade was due to lower prices ruling in Calcutta. The writer enquired whether it was not true that the steamer freights to Calcutta from Mauritius and other places were dearer than the freights to Bombay. From inquiries made, it was found that Bombay continued to import from Mauritius larger quantities of sugar than Calcutta, so that it did not appear that the sugar going from Calcutta to Cawnpore could be derived from Mauritius. As a matter of fact, large quantities of sugar have always gone from Calcutta to Cawnpore ; and steamer freights from Mauritius, as also from Hamburg, Trieste and Fuime to Calcutta are much the same as the freights from those ports to Bombay.—(*Appendix* **ZZ.**)

PERSIAN TRADE.

SEISTAN ROUTE.

(*See Chamber's Report*, 1901, *pp.* 102 & 427.)

In a letter, dated 3rd February 1902, (received too late for publication in last year's Report) Captain Webb-Ware, Political Assistant, Chagai, gave in response to the request of the Committee an interesting history of the Seistan Route to Persia.

The returns of trade passing over the said route in the last five years have been as follows :—

1897-1898	Rs.	5,89,929
1898-1899	,,	7,28,082
1899-1900	,,	12,35,412
1900-1901	,,	15,34,452
1901-1902	,,	19,89,858

Captain Webb-Ware also writes to the effect that the new "Raghdari" or **Road tax** is not charged on British subjects. He also cancels para. F of his circular letter, dated 3rd September 1901 (See Report 1901, page 434) and substitutes the following :—

The Persian Customs Department "exercise the right, in "case of dispute, as to the original value of goods, of taking "the Customs duty to which they are entitled in **kind.**"

A copy of the translation of the Persian law, dated 5th Ramsan (1st January 1900), which has been circulated to members, will be found in the Appendix. The absolute prohibition of aniline colours (which have so greatly injured the Persian trade in carpets,) along with firearms, explosives and seditious literature is interesting.—(*Appendix* **AAA.**)

KEROSENE OIL.

IMPORT DUTIES IN NATIVE STATES.

In February 1902, a leading firm in Bombay invited the attention of the Committee to the duties charged by certain Native States upon the importation of Kerosene Oil into their cities, and urged that, since the matter was one that affected a variety of interests, it might fitly be made the subject of a representation by the Committee to Government.

Jeypore was instanced as an extreme case but as forming a typical example for the subject of the reference. The duty charged in that State was stated to be 10 annas per 8 gallons, which, on the basis of the current prices, amounted to about 22½ per cent *ad valorem*. The effect of this duty was directly to restrict the consumption of Kerosene Oil and to encourage the continued use of vegetable oils of local production. It was pointed out that, comparing Jeypore with other towns, the off-take of Kerosene Oil might, on the basis of population, be reasonably expected to exceed 10,000 cases monthly, while in point of fact it averaged only about 1,200 cases.

The opinion of the writers was that if a duty of about one anna per 8 gallons were charged, the vegetable oil at present used would give place to Kerosene, with the probable result that the Durbari Revenue would lose little if at all, while the State generally would benefit by a large quantity of oil seeds or other agricultural produce set free for export. It was argued that, if this occurred, the Port of Bombay and the Railways concerned would also benefit by an increase of trade.

It was recognised that to forecast the effect to be produced on the local consumer and producer of vegetable oils by such a change as was recommended would be a matter of difficulty; and eventually it was decided by the Committee that it would not serve any useful purpose to approach Government in the matter.

The duties charged in other places in Native States, as given by the firm in question, are appended for future reference.

Jodhpore	Rs.	1	0	6¼	per unit (case)	of 8 Imp. gallons.
Baroda	„	0	8	0	do.	do.
Indore	„	0	8	0	do.	do.
Dholpore	„	0	6	0	do.	do.
Rutlam	„	0	5	0	do.	do.
Bharatpore	„	0	5	0	do.	do.
Bhopal	„	0	4	0	do.	do.
Mehsana	„	0	4	0	do.	do.
Cambay	„	0	4	0	do.	do.
Patan	„	0	4	0	do.	do.
Sidhpore	„	0	4	0	do.	do.
Visnagar	„	0	4	0	do.	do.
Ujjain	„	0	3	3	do.	do.
Aurangabad	„	0	3	0	do.	do.
Gwalior	„	0	3	0	do.	do.
Jalna	„	0	3	0	do.	do.
Gulburga	„	0	2	10	do.	do.
Palanpore	„	0	2	6	do.	do.
Jaora	„	0	2	0	do.	do.
Baran Kotah	„	0	1	9	do.	do.
Kolhapore	„	0	0	2	per unit	of 8 Imp. Gallons.
Oodeypore	„	0	0	9	do.	do.
Bhavnagar	„	0	0	4	do.	do.
Porebunder	„	0	0	4	do.	do.
Jaffrabad	„	0	0	7	do.	do.

NEW PERSIAN CUSTOMS TARIFF.

On the 10th July 1902, a member called the attention of the Committee to a Newspaper report regarding the New Persian Customs Tariff wherein Lord Lansdowne was stated to have said, in answer to a deputation from Manchester firms, that Indian Trade would, perhaps, suffer more severely by the new tariff scheme than that from England. It was added that the matter had for some time past been receiving careful consideration, and that the attention of the Persian Government would be called to the question.

At about the same time, a letter was received from the Manchester Chamber on the subject urging that this Chamber should take such action as might, in its judgment, be desirable, for the purpose of safeguarding Indian interests on the export of tea, indigo, piece-goods and other commodities to Persia.

The Committee after due consideration decided to await definite information regarding the terms of the treaty, before addressing Government in the matter and this was communicated to the Manchester Chamber as well as to the Member who first brought the question to the notice of the Committee.—(*Appendix* **BBB.**)

METRIC WEIGHTS AND MEASURES.

On the 10th February 1902, and again on the 12th March, the **Decimal Association,** London, addressed the Chamber with a view to obtaining its assistance in promoting in India the movement for the compulsory adoption of the Metric System of Weights and Measures, and forwarded a pamphlet giving the main arguments in favour of the reform, together with a list of Members of Parliament who were in accord with the aims of the Decimal Association. It was stated, and indeed was already known, that at a conference of Chambers of Commerce held on the 5th March, the following Resolution was carried by a majority :—

> " That in the interests of the British Trade the compulsory " use of the Metric System of Weights and Measures " has become imperative."

These letters with the papers, were by direction of the Committee, circulated to members, for any remarks they might wish to make. Of the members who responded, twenty-four were in favour of the adoption of the Metric System, while eleven were more or less opposed to it. Of these eleven, five objected to it entirely, while three subscribed to the remark, "We are not much enamoured of the proposed scheme" and three others said, "It is more important to reduce the various systems prevailing in India to uniformity." These views were communicated to the Decimal Association in a letter dated the 20th June 1902, and it was explained that the multiplicity of systems alluded to and the difficulty of effecting in such a country as India a change of the nature contemplated, were considerations which would render useless any movement that might be made here in advance of a definite enactment in the United Kingdom. But, having regard to the voting shown above, the Chamber might be considered as favouring the adoption of the Metric System and would be prepared to address the Government of India in the matter, should a suitable opportunity occur.

Copies of this letter were sent to the Chambers of Commerce, Bengal and Ceylon, who had previously requested this Chamber's views in the matter.

A further communication dated 3rd October was received from the Decimal Association, in which it was suggested as possible that a Bill might be passed in the ensuing Session of Parliament. In view of the considerable expense involved for printing, postages &c., to carry on the work with full efficiency, the Decimal Association invited the Chamber to assist them by

becoming a subscriber or making a donation to the funds of the Association. The Committee on learning that the donations from other Provincial Chambers varied from £5 downwards, decided to give a donation of £5, and that sum was remitted to the Decimal Association on the 18th December 1902. For the convenience of members taking an interest in the question, the following references are given to the numbers of the *Times* of 1902 in which the matter was discussed.

August 23, page 6.
August 28, page 6.
August 29, page 9.
September 4, pages 6 and 7.
September 11, page 9.
September 30, page 2.
October 13, page 14.

Also to London Chamber of Commerce Journal for October 1902, page 236, and the Liverpool Chamber's Magazine for October 1902, page 1.

The following further references to old Reports of Chamber and other publications relating to earlier agitations of the question are given for the use of members.

Chamber's Report 1853-3, pp. 45 & 282.
" " 1853-4, pp. 29.
" " 1858-9, pp. 27 & 245.
" " 1864-5, pp. li & 168.
" " 1866-7, pp. xl & 237.

Merchant's Handbook (W. A. Brown, Ed. Stanford, London) pp. 141, 341 & 491.

Bombay Code of Acts and Regulations, Vol. IV, 1867-71, p. 654; Act, XXXI of 1871, " Weights and Measures;" see also p. 427 of same volume about Act XI of 1870 disallowed by Crown.—(*Appendix* CCC.)

PUBLIC AND CHARTER-PARTY HOLIDAYS.

The Committee appointed by Government for the purpose of considering and reporting as to days in the year 1903 should be recognised as holidays under the Negotiable Instruments Act of 1881, met in the rooms of the Chamber on 17th December 1902.

The Committee, in their Report, referred to the change for the first time introduced in the terms of the reference made to them by Government. Hitherto the instructions to the Holiday Committee had been " to consider what days in the year should be recognised as holidays under Section 25 of the Negotiable Instruments Act No. XXVI of 1881." Last year for the first time the duties of the Committee were limited to " advising on what particular days in the year " the holidays at the same time named by Government should be observed. The Committee stated that the change introduced was undesirable in the public interest, inasmuch as it deprived the business community of regular means of representing to Government any considerations affecting the suitability of certain holidays. The history of the Committee shows many instances in which they have been able to make to Government recommendations of this nature and which have been recognised and adopted by Government as well founded. An example may be found in the record of the past year when Government proposed to allow only one day for Diwali, but on the representation of the Chamber subsequently allowed two days. The Committee further pointed out that in a country so large as India there was no necessity for uniformity of holidays throughout the various Provinces, and that in view of the diversity of castes and the changing composition of the various communities it might well happen in the future, as it had in thepast, that in one part of the country or another it might be found expedient to alter the list of holidays to be observed. Under the old arrangement machinery existed by which any such change of conditions could be regularly brought to the notice of Government : under the terms of reference

now instituted no such means would exist and the Committee, therefore, represented to Government the expediency of reverting to the procedure under which the Holiday Committee has hitherto been instructed to recommend what holidays should be observed.

With reference to the **Diwali** Holidays, the Committee submitted that three days ought to be allowed for that festival, for the reason that whether the three days holiday were recognised by Government or not, the period in question would continue to be observed in the Bombay Bazaar and up-country markets, with the effects that all business would, for the time being, be practically at a standstill.

The Committee also recommended that **Jamshed-i-Naoroz**, a holiday of importance to the Parsi Community,—which falls on the 21st March, 1903,—should be recognised by Government as a holiday. The Committee further suggested that the appointment of the Holidays Committee should, in future, be made not later than the 20th November, as real inconvenience is inflicted on the business Community by the failure to convene the Committee until the end of the year.

On the 23rd December, 1902, Government forwarded to the Chamber a list of holidays to be observed in 1903 under the Negotiable Instruments Act, at the same time stating that the Government of India had decided that four holidays were to be allowed at Christmas and New Year in addition to Christmas and New Year's Days. Accordingly the 24th, 26th and 31st December 1903 were notified as public holidays under the Act, and the fourth day would be notified in the list for the year 1904. It was explained that the Government of India after considering the views of the Bombay Government and of

the Chamber, had definitely fixed the number of general holidays to be notified under the Act in future and that this necessitated the modification in the terms of reference to the Committee to which allusion had been made. The representation of the Committee would, it was added, be communicated to the Government of India.

As regards the Jamshed-i-Naoroz, Government stated that in deference to the opinion expressed by the Committee, the holiday in question had been included in the list for 1903.

Government, in conclusion, stated that in future years the Committee would be appointed about 15th November. The delay in nominating the Committee in 1902, was, it was explained, solely due to the general question of holidays, being under the consideration of Government.

The Holidays under Charter-Parties for 1903 were fixed by the Chamber in the usual way and noticed to members. —(*Appendix* **DDD.**)

MEMBERS OF THE CHAMBER.

The following firms were elected during the year and the number of members at the time of printing this Report was 83 as against 85 at the end of 1901 :—

Messrs. Gysi and Kleinjung, proposed by Messrs. W. & A. Graham & Co., seconded by Messrs. Lyon & Co.

Messrs. Glazebrook, Tejpal & Co., proposed by Messrs. Wallace & Co., seconded by Messrs. Forbes, Forbes & Co., (Ltd.)

The Messageries Maritimes Company, proposed by Messrs. Ralli Brothers, seconded by the Austrian Lloyds S. N. Company.

The following have ceased to be members :—

The London and Lancashire Fire Insurance Company, (Ltd.), Messrs. Cosser & Co., Messrs. Roughton and Byrne, Messrs. Aldridge Salmon & Co., (Ltd.) and Messrs. Moll Schütte & Co.

JOINT STOCK COMPANIES.

The following are among the Joint Stock Companies registered in Bombay during the year 1902 :—

NAMES.	Nominal amount of Capital.
	Rs.
Bombay United Building Company, Ld.	15,00,000
Indian Hotels Company, Ld.	25,00,000
Crown Spinning & Manufacturing Company, Ld.....	2,00,000
Fraser Ice Factory, Ld.....	3,15,000
Coronation Mills Company, Ld.	7,00,000
Gujrat Banking & Agency Company, Ld.	1,25,000

STATISTICAL STATEMENTS.

A list of the quotations of Exchange, freight, prices of principal articles of import and export, together with statements showing the quantity and value of the principal articles of merchandise exported from and imported into Bombay and all India during the year 1902, will be found in *Appendix* **EEE.**

STATEMENT showing the number of Miscellaneous Packages only, with Receipts therefrom Measured during the last twenty-five years.

Period.	Number of Packages.	Receipts.
		Rs. a. p.
1st Dec. 1877 to 30th Nov. 1878	89,327	2,791 7 6
1st ,, 1878 to ,, 1879	155,886	7,980 2 0
1st ,, 1879 to ,, 1880	165,182	10,317 10 0
1st ,, 1880 to ,, 1881	108,271	6,766 15 0
1st ,, 1881 to ,, 1882	100,106	6,256 10 0
1st ,, 1882 to ,, 1883	115,909	7,244 5 0
1st ,, 1883 to ,, 1884	117,665	7,354 1 0
1st ,, 1884 to 31st Dec. 1885	169,320	11,207 8 0
1st Jan. to ,, 1886	159,697	9,981 1 0
1st ,, to ,, 1887	189,273	11,829 9 0
1st ,, to ,, 1888	253,918	15,869 14 0
1st ,, to ,, 1889	235,276	14,704 12 0
1st ,, to ,, 1890	241,302	15,081 6 0
1st ,, to ,, 1891	227,583	14,223 15 0
1st ,, to ,, 1892	194,547	12,159 3 0
1st ,, to ,, 1893	166,024	10,376 8 0
1st ,, to ,, 1894	181,521	11,345 1 0
1st ,, to ,, 1895	223,341	13,958 13 0
1st ,, to ,, 1896	226,452	14,153 4 0
1st ,, to ,, 1897	202,313	12,644 9 0
1st ,, to ,, 1898	181,208	11,325 8 0
1st ,, to ,, 1899	216 593	13,537 1 0
1st ,, to ,, 1900	263,439	16,464 15 0
1st ,, to ,, 1901	256,998	16,062 6 0
1st ,, to ,, 1902	250,022	15,626 6 0

STATEMENT showing the total Measurement of Bales and Miscellaneous Packages, with Receipts, Expenditure, &c.

Year ending	No. of Bales and Packages measured.	Receipts.	Expenditure.	Surplus Receipts	Excess of Expenditure.
		Rs.	Rs.	Rs.	Rs.
From 18th May 1870 to 30th November 1872 ...	Not recorded.	52,215	36,315	15,900	...
From 1st December 1872 to 30th November 1873	1,086,577	16,995	15,291	1,704	...
Year ending 30th November 1874	1,402,379	21,707	18,986	2,721	...
Do. 30th Nov. 1875...	1,474,470	23,039	22,009	1,030	...
Do. 30th Nov. 1876...	1,240,034	19,375	22,355	...	2,980
Do. 30th Nov. 1877...	1,101 318	18,324	21,561	...	3,237
Do. 30th Nov. 1878...	1,040,961	20,837	23,287	...	2,450
Do. 30th Nov. 1879...	887,100	28,808	20,140	8,668	...
Do. 30th Nov. 1880...	1,163,545	33,219	20,084	13,135	...
Do. 30th Nov. 1881...	1,313,592	25,177	24,029	1,147	...
Do. 30th Nov. 1882...	1,892,796	33,225	24,757	8,468	...
Do. 30th Nov. 1883...	1,852,047	33,792	25,605	8,186	...
Do. 30th Nov. 1884...	1,814,986	33,404	22,604	10,800	...
Do. 31st Dec. 1885...	1,402,845	29,482	24,385	5,097	...
Do. 31st Dec. 1886...	1,748,856	32,893	21,582	11,310	...
Do. 31st Dec. 1887...	1,845,446	35,933	20,017	15,916	...
Do. 31st Dec. 1888...	1,659,273	36,371	21,057	15,314	...
Do. 31st Dec. 1889...	2,156,604	43,042	21,648	21,394	...
Do. 31st Dec. 1890...	2,330,935	45,872	23,171	22,701	...
Do. 31st Dec. 1891...	2,012,900	39,533	23,402	16,131	...
Do. 31st Dec. 1892 ..	1,946,389	38,017	24,495	13,522	...
Do. 31st Dec. 1893...	1,691,755	32,517	24,273	8,244	...
Do. 31st Dec. 1894...	1,708,723	33 665	25,156	8,509	...
Do. 31st Dec. 1895...	1,679,325	34 921	21,546	13,375	...
Do. 31st Dec. 1896...	2,049,862	40,061	22,240	17,821	...
Do. 31st Dec. 1897...	1,746,610	33,956	22,484	11,472	...
Do. 31st Dec. 1898...	1,910,140	36,174	21,100	15,079	...
Do. 31st Dec. 1899...	2,132,663	41,684	21,041	20,643	...
Do. 31st Dec. 1900...	1,147,591	28,302	20,844	7,458	...
Do. 31st Dec. 1901...	2,247,198	45,497	21,918	23,579	...
Do. 31st Dec. 1902...	2,159,823	43,709	26,865	16,844	...

The Committee have now only to render their thanks to the members of the Chamber for their ready attention to all matters on which they have had occasion to consult them ; and to express their acknowledgments to the various heads of Government for the courtesy and attention with which their representations have, on all occasions, been received.

APPENDIX—A.

BALANCE-SHEET OF THE BOMBAY CHAMBER OF COMMERCE—From 1st January to 31st December 1902.

RECEIPTS.	Amount.		EXPENDITURE.	Amount.	
	Rs. A. P.	Rs. A. P.		Rs. A. P.	Rs. A. P.
By			To		
Balance on 31st December 1901	.....	44,544 3 7	Rent .....Rs. 3,120 0 0		
Subscriptions	15,091 8 0		Less, amount charged to Millowners' Association, etc, ... ,, 930 0 0		
Publications	18,905 10 10		Printing—	2,190 0 0	
Measurement Fee Account—			Miscellaneous Papers .....Rs. 702 0 0		
Measurement Fee Receipts..Rs. 43,709 0 6			Annual Report for 1901 ... ,, 2,082 8 0		
Less, salaries to measurers, calliper men, &c, ... ,, 26,865 2 0				2,784 8 0	
	16,843 14 6		Advertisements	385 4 0	
			Newspapers and Books	825 2 8	
Interest on Fixed Deposits	1,847 8 0		Office Salaries, Postage and Receipt Stamps, Petty Charges, &c, ...	16,862 4 7	
Miscellaneous Receipts for copies of Tonnage Scale, Duplicate measurement certificates, &c.	299 7 8		Telegrams, Stationery, and cost of Weather and Crop Reports.....	2,844 1 6	
			Statistical establishment for preparing Daily and Weekly Trade Returns, Manifests, and other Statistics and Stationery.....Rs. 8,850 10 9		
			Printing do. ..... ,, 19,163 4 0		
				28,313 14 9	
Millowners' Contribution to the Chamber's Statistical Department	1,200 0 0		Millowners' Association Establishment, Wages for Clerks and Sepoy	1,124 4 10	
Balance of receipts over expenditure on Arbitration Fees.....	265 0 0		Auditors' Fee for the year ending 31st December 1902.	100 0 0	
			Telephone Company from 1st March 1902 to 28th February 1903	200 0 0	
			Law charges.....	26 8 0	
		54,453 1 0			55,656 0 4

			Funds of the Chamber as under:—		
			Fixed deposit receipt of the Yokohama Specie Bank Limited at 4 per cent. per annum for six months	14,000 0 0	
			Do. Do. for 1 year at 5 per cent.	11,000 0 0	
			Do. Mercantile Bank of India Limited for 1 year at 4½ per cent	10,000 0 0	
			Do. Do. at 4 per cent. per annum for six months.....	9,000 0 0	
			Bank of Bombay Current Deposit account.	6,494 9 5	
			Cash in hand	451 11 0	
			Amount due by the Bombay Millowners' Association, &c.	643 15 4	
				51,590 3 9	
			Less, wages, &c., for December, unpaid.	8,248 15 6	
			Net Balance to carry forward	.....	43,341 4 3
Total Rs.....		98,997 4 7	Total Rs.....	.....	98,997 4 7

Examined and found correct.

FERGUSON & IRVINE,
Chartered Accountants.

Bombay, 31st January 1903.

APPENDIX B.

INCOME TAX.

No. 1451—1902.

BENGAL CHAMBER OF COMMERCE,
ROYAL EXCHANGE BUILDING,
CALCUTTA, 1st November 1902.

From the SECRETARY, BENGAL CHAMBER OF COMMERCE, to the SECRETARY to the GOVERNMENT of INDIA, FINANCE and COMMERCE DEPARTMENT, SIMLA.

SIR,—I have the honour to forward, under the direction of the Committee of the Bengal Chamber of Commerce, a memorial, for submission to His Excellency the Viceroy, signed by a large number of persons and firms respectively residing and carrying on business in British India and for the most part members either of the Bengal Chamber of Commerce or the Calcutta Trades Association.

2. The memorial draws attention to the practice by which the English revenue authorities levy income tax upon profits which have already paid income tax in India, and submits that all income which is subject to payment of Indian income tax should, to the extent of that tax, be relieved from the payment of income tax in the United Kingdom.

3. The memorial, besides emphasising the injustice of a double income tax being levied on income arising in any of the British possessions, also points out that the fact of such double duty being levied must tend to discourage capitalists in the United Kingdom from investing in Indian undertakings. The general question was raised in the House of Commons by the late Sir George Baden-Powell, K.C.M.G., M P., on the 30th of June 1898, and attention was also drawn to it, as it affects India, in His Excellency the Viceroy's Council on the 3rd February 1899, by the Hon'ble Mr. (now Sir) Allan Arthur. At the Fourth Congress of Chambers of Commerce of the Empire, held in London in 1900, a Resolution was passed condemning the practice of charging a double income tax as inequitable.

4. The principle on which the Memorialists take their stand is that nowhere in the countries subject to His Majesty the King-Emperor should there be a double taxation on the same income, a principle which has been admitted to be sound and just in respect of death duties, and with which the Committee of the Chamber are in cordial agreement.

5. The late Sir George Baden-Powell in a letter to the "*Times*," dated 10th January 1898, wrote as follows with regard to this question :

> "In my opinion the question is of paramount importance—in the "first place, as affecting the vast investments, present and "prospective, of British capital in the development of our valu- "able Colonial possessions. To-day it is certain that more "than half of the income derived from invested capital and re- "ceived in the United Kingdom is from capital invested out- "side the United Kingdom, and of this two-thirds is from "capital invested within our own British Empire."

> "The question is of paramount importance, in the second place "because the payment of a tax on the same property twice over "to the one Queen tends to undermine the political solidarity "and mutuality of our Empire."

6. I am instructed to say that the Committee of the Chamber regard this matter as one of great and increasing importance, and they strongly support the prayer of the memorial, trusting that His Excellency the Viceroy will take such steps as may seem fit to obtain relief for the Memorialists and others similarly affected from payment of the double income tax levied as described in the memorial.—I have, &c.,

W. PARSONS, Secretary.

BOMBAY CHAMBER of COMMERCE, 20th November 1902.

The SECRETARY to GOVERNMENT, Financial Department, Bombay.

SIR,—The practice of the British Revenue authorities in levying the full rate of British Income Tax upon income which has already paid Income Tax in India has been brought before the Committee of the Bombay Chamber of Commerce by a memorial addressed to H. E. the Viceroy by a large number of merchants and others in Calcutta and supported by the Bengal Chamber of Commerce in a letter addressed by that body to the Government of India.

2. The inequitable nature of this practice is so obvious and has on previous occasions been so clearly exposed in Parliament and in the Viceroy's Council that my Committee believes it

unnecessary to labour the point. And it is equally evident that the effect of this injustice is to penalise and obstruct that introduction of British Capital into India which the Imperial and the Indian Government alike desire to promote.

3. My Committee do not contend that sums remitted to Britain after payment of the Indian Income Tax should be entirely exempt from the British Income Tax when the latter is higher than the former; for they recognise the obligation of subjects resident in or holding property in Britain to contribute to the Imperial Revenue when high expenditure has been incurred for Imperial purposes. But they submit that the amount of Income Tax already paid in India should be deducted from the sum to be paid in the United Kingdom.

4 My Committee feel sure that the matter is one in which they can reply upon the sympathy both of the Bombay Government and of the Government of India; and they instruct me to beg that His Excellency the Governor in Council may be pleased to lend his support to the representations which I now have the honour to submit, with a view to such steps as H. E. the Viceroy may consider likely to procure the necessary alteration in the British Revenue System.—I have, &c.,

FREDERICK NOEL-PATON, Secretary.

No. 4118 OF 1902.

FINANCIAL DEPARTMENT,
BOMBAY CASTLE, 2nd December 1902.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to acknowledge the receipt of your letter dated 20th November 1902, representing the necessity of altering the practice of the British Revenue Authorities in levying the full rate of British income tax upon income which has already paid income tax in India, and to state that a copy of the letter has been forwarded to the Government of India.—I have, &c.,

W. T. MORRISON, Actg. Secretary to Government.

APPENDIX C.

GOVERNMENT RUPEE PAPER.

No. 1265—1992.

BENGAL CHAMBER OF COMMERCE.
CALCUTTA, 11th September 1902.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

GUARANTEE OF A FIXED RATE OF EXCHANGE FOR PAYMENT OF INTEREST ON GOVERNMENT RUPEE PAPER.

DEAR SIR,—The Committee of the Bengal Chamber of Commerce have had under consideration a recent suggestion made by the Chairman of the Madras Chamber of Commerce that the Government of India should guarantee payment of interest on Government Rupee Paper enfaced on London at the fixed rate of 1s. 4d. per Rupee.

The question thus raised appearing to the Committee to be one of considerable importance was referred to the Finance Sub-Committee of the Chamber for consideration and Report.

The Finance Sub-Committee have now submitted their Report which opens out wider and more far reaching issues than the comparatively limited one of guaranteeing a fixed rate of Exchange for payment of interest on Government Rupee Paper enfaced on London.

I am directed by the Committee to enclose, for the information of the Committee of your Chamber, copy of the Report in question, which speaks for itself. Without referring in detail to the conclusions arrived at by the Finance Sub-Committee, I am to say that they have been generally accepted by the Committee of this Chamber, and I am to ask for the favour of your Committee's views upon them. I am also to enquire whether your Chamber would be prepared to support a representation to Government based on the lines of the Report.

The Committee would feel obliged if you would consider this matter confidential while under consideration. The favour of an early reply is requested.—Yours &c.,

W. PARSONS, Secretary.

No. 1233—1909.

BENGAL CHAMBER OF COMMERCE,
ROYAL EXCHANGE BUILDING,
CALCUTTA, 3rd September 1902.

The PRESIDENT and COMMITTEE, CHAMBER of COMMERCE, Bengal.

GENTLEMEN,—I am directed by the Finance Sub-Committee of the Chamber to acknowledge receipt of the President's letter of 14th August remitted to them by you for consideration and report.

The President asks for the views of the Committee on a recent suggestion that the Government of India should guarantee payment of intrest on Government Rupee Paper enfaced on London at the fixed rate of 1*s.* 4*d.* per Rupee. He also enquires whether, if it is considered advisable to take up the question and make a representation to Government, the recommendations of the Committee should apply only to future loans or to all loans past and future, and finally raises the question whether, if such a recommendation were accepted, a change would have to be made in the present procedure for payment of interest in London.

The points raised in the President's letter are of great importance, and the Finance Sub-Committee have given their most careful attention to the whole subject, which has been thoroughly discussed and considered at two meetings. I am now instructed to reply as follows :—

The proposal to guarantee payment of interest in sterling at a fixed rate of Exchange upon the Government of India's rupee loans is one which necessitates a somewhat exhaustive consideration of the various interests and responsibilities involved. The proposal is presumably based on a desire to improve the position of Government rupee securities in the money markets of Europe as well as of this country ; to increase their popularity as an investment, to facilitate the issue of future loans and to obviate the recurring speculative disturbances which now attend the flotation of even a small rupee loan on the circumscribed money markets of India.

It is noteworthy that, while India Government 3½ per cent. sterling securities are at present at a premium of about 8 per cent., the 3½ per cent Rupee securities of the same Government are at a discount of about 2 per cent. Much of the preference displayed by investors for the Sterling Loans must be sought for in the fact that they serve as a remunerative source of employment for the resources of Banks, Insurance Companies, &c.,

and for Trust Funds generally, for which purposes Rupee securities on their present basis are financially and even legally unsuitable.

The proposal then involves the consideration of the following questions :—

(1) Shall the guarantee of payment of interest in Sterling be applied to all existing rupees loans or only to such loans as may be issued in the future ?

(2) Shall the payment of interest in sterling on these guaranteed loans be exclusively limited to such rupee paper as is enfaced for payment of interest in London, or shall a holder domiciled or residing in this country, whose paper has not been so enfaced, have the option of cashing his interest drafts in rupees if presented for payment in this country or in Sterling if the said drafts are presented for payment in London ?

(3.) Shall the rate of exchange for such guaranteed interest be fixed at 1s. 4d. or at some other rate ?

(4.) Shall the existing procedure for registration of the securities and payment of interest be continued or in what way shall it be modified to meet the proposed new conditions ?

As regards the general proposal the Sub-Committee are distinctly of opinion that it is one which the Chamber should take up with a view to making representations thereon to the Government.

Dealing *seriatim* with the questions raised in this letter, the Sub-Committee have arrived at the following conclusions :—

(1.) Assuming the confidence of the Government in the maintenance of the ratio of Exchange established under the Currency scheme and the adequacy of the gold reserves which have been and continue to be accumulated for that purpose, the Sub-Committee consider that, in giving the proposed guarantee on all rupee loans, the Government of India would only be acknowledging *in form* a guarantee which already exists *in fact* seeing that the maintenance of the ratio of 1s. 4d. to the rupee in the currency of this country presupposes ability to guarantee interest on rupee loans on a similar basis without additional risk.

Further, viewed in its brodest aspect, as a matter of statesmanship as well as a question of finance, the Sub-Committee are decidedly of opinion that the guarantee should apply to all existing rupee loans and should not be limited only to such as may be issued in the future. The intention being to inspire confidence in the security, that object will not be attained by any halting and hesitating limitation of responsibility, which might give rise to a belief that the Government themselves lacked confidence in the stability of the existing ratio and, consequently, in the security which they offered to the investing public.

Lastly, the effect of limiting the guarantee to future loans might tend to lessen the popularity of existing loans and to lower their market value, as investors would naturally prefer the guaranteed paper. For all these reasons, therefore, the Sub-Committee are of opinion that the guarantee should apply to all existing and future loans *during the whole period of their respective currencies.* In fact, if it were found necessary to offer an advantage in future loans over past loans, it might be far preferable to offer it in the shape of increased interest rather than of a guarantee of the rate of Exchange.

(2.) Coming to the second question it is desirable to enquire what would be the probable effect of guaranteeing interest on Enfaced Rupee Paper only. It may be presumed, in the first place, that it would tend to create a flow of paper to Europe and, in the second, that it would enhance the market value of Enfaced and, as a necessary consequence of Unenfaced Rupee Paper. But, for the reasons already alluded to by the Sub-Committee, namely, its unsuitability for the investment of Trust Funds, &c., it is unlikely that even guaranteed Rupee Paper would attain the high premium which already exists on the sterling loans. If, then, the proposal only contemplates guaranteeing interest in sterling in the case of Enfaced Rupee Paper, as was suggested by the Chairman of the Madras Chamber of Commerce, the Sub-Committee fail to find reasons for advocating it. Seeing that the Government must, in either case, guarantee payment of interest in sterling, it would appear more profitable to supply European investors with the security which can be floated with the greater facility and at the higher rate, in other words to issue

Sterling Loans in place of guaranteeing interest in sterling on Enfaced Rupee Paper only.

Again if a guarantee is to be given, the Sub-Committee do not see why it should be granted as a privilege to one class of Investors or Holders above another, nor why the European Investor should have the right of encashing his interest drafts in either sterling or rupees, while the Indian Investor should be offered payment only in rupees. For all these reasons the Sub-Committee are of opinion that the guarantee should extend to all Rupee Paper no matter where held or where presented for payment of interest.

(3). As a necessary sequence of the foregoiug opinions, the rate of exchange at which interest should be payable becomes one of the most important points under consideration. Assuming the possibility of the Government being called upon, in certain exceptional circumstances, to pay the whole or the greater part of the interest in London, it is essential for the protection of the Indian Tax-Payer that the rate should be one which, while introducing no new disturbing element into Exchange operations, should enable the Government to meet its additional sterling obligations without loss. If the rate of Exchange were fixed at 1*s.* 4*d.*, it is fairly certain that, during a great part of the year, when the rate for Demand Drafts on London is below that rate, interest drafts issued in this country would virtually become a form of remittance and, as such, would be generally accepted in place of cash by European merchants and others desiring to make remittances to Europe at a rate more advantageous than that offered by the Banks. The existence of these interest drafts, therefore, would introduce a new element into the Exchange market conflicting with its normal course. At the same time, in order to liquidate these drafts in London, the Government would have to incur the expense of shipping gold from India, or the Secretary of State would be forced to sell additional Council Bills at the dullest time of the year, thereby aggravating the loss to the Government when discharging its interest obligations at 1s. 4d.

The Sub-Committee, however, are of opinion that the benefits which are expected to attend the giving of the Sterling guarantee will be equally secured if the rate of Exchange for the pay-

ment of interest be fixed at a somewhat lower rate, say at the minimum gold point of 1s. $3\frac{29}{32}$d. Not only would this practically ensure the payment in India of all interest drafts issued to holders in this country, since the Banks would not nearly always be sellers of their own Demand Drafts on London at an equal or higher rate, but it would probably ensure the payment in this country also of the interest drafts issued in England against enfaced Rupee Paper, since these latter would continue to be sold to the Exchange Banks in London as at present at a higher rate than 1s. $3\frac{29}{32}$d.

Moreover, being of opinion that what is chiefly required to inspire confidence in the European Investor is evidence that the Government of India have themselves confidence in the stability of their own currency, the Sub-Committee consider that the trifling difference between 1s. 4d. and 1s. $3\frac{29}{32}$d. based as the latter would be on an intelligible gold-point minimum, would have no effect whatever in checking the increased European demand for Indian Rupee loans which is expected to follow the introduction of the guarantee. They are, therefore, very strongly of opinion that the rate of Exchange for interest should be fixed at 1s. $3\frac{29}{32}$d.

4. Finally, the Sub-Committee think that the existing procedure for the registration of the Securities themselves and for the issue of the interest drafts should continue with the following modifications :—

(*a*). that arrangements be made for the encashment in London of such interest drafts as may be there presented for payment, though such would probably be few or none in the event of the Sub-Committee's recommendations as to the rate of Exchange being adopted.

(*b*). that, as a protection against forgery and fraud, as well as to allow of the Government ascertaining the extent of their possible sterling liabilities under this head, all holders of Rupee Paper should be required to declare, when applying for interest, whether they required payment to be made in Rupees or in sterling, and that the drafts should be thereupon issued and be payable accordingly.—

Yours, &c.,

W. PARSONS, Secretary.

MINUTES.

INTEREST ON RUPEE LOANS.

23rd September 1902.

I think it might be convenient to the Committee if I gave my views more fully on this question which will come up for consideration on Thursday, 25th instant.

In my opinion the Chamber should limit the subjects upon which they address the Government (without being asked for their opinion or advice) to those which immediately concern trade.

The present proposal of the Bengal and Madras Chambers though no doubt it would affect the floating of the Rupee Loans is one I think specially for the Government to decide themselves. A question of the responsibility of a guarantee is involved and however small that risk may be in the opinion of some of us, it seems to me to be a matter to be left entirely to the Government to decide for itself.

Government must have carefully considered the matter, and if they wanted advice from the Chamber they would no doubt have asked for it.

I think we should reply to the Bengal Chamber that the matter is one which this Chamber does not think it within their province to tender advice to Government unless requested by them (Government) to do so.

If the Committee agree with the above we can then consider whether we should comment on the proposals.

There appear to be the following objections :—

(1.) It seems doubtful whether the country would derive much benefit from the mere guarantee of a fixed rate of exchange on the interest on Rupee loans. The Bengal Chamber admit that much of the preference shown by investors for the Sterling loans arises from the fact that they serve as a remunarative

source of employment for the resources of Banks, Insurance Companies, &c., and for Trust funds, for which latter at all events Rupee Securities on their present basis are financially and even legally unsuitable.

How will a guarantee of Sterling interest improve the position? The greater part of the loans are redeemable at 3 months' notice from 1st August 1904, and may then be converted or paid off. This has no attraction for European investors.

To create a wide market for these Securities the loans must be renewed for a long currency and made available for Trust funds. This I think would involve guaranteeing the principal, in short making them Sterling loans.

(2.) Even although Exchange has been practically fixed for some years the effect of which should be to increase the holdings of Rupee Paper at home, the reverse has been the case, as will be seen from the following note of the holdings of Rupee Paper in India and London for the last ten years :—

	In crores of Rupees.			
	India	*Per cent.*	*London.*	*Per cent.*
1892	75	73	27¼	27
3	77	75	26	25
4	81	77	24	23
5	81	77	24	23
6	78	76	25	24
7	85	78	24	22
8	90	81	21¼	19
9	91	81	21¼	19
1900	91¼	81	21	19
1	93	81	22	19
2	95½	83	20	17

It will be observed that London holds 10 per cent. less now than ten years ago. The reduction of the rate of interest to 3½ per cent. may account for some falling off and the calamities of recent years may also be responsible for a reduction, but the short duration of the loans has, no doubt, been the main cause.

(3.) It would be in opposition to the original terms of the Contract when the loans were issued and also to the recommendations of the Currency Committee were Government to guarantee the rate of Exchange.

The Committee in their report say :—

"It is eminently desirable that the Government of India should husband its resources, exercise a resolute economy and *restrict the growth of their Gold obligations.*"

(4.) Even the market for Indian Sterling loans is limited. Sir Edward Law, in his last Budget speech, said :—

"In London the market is equally limited from another "cause. There under normal circumstances, money seek- "ing investment is sufficiently plentiful, but the number of "investors to whom the Indian stocks are familiar is, "unfortunately, extremely limited, and the moment that "our necessities for funds oblige us to endeavour to attract "what I may call outside investors, we are forced to lower "our price of issue in a manner that not only entails direct "loss, through higher charges for interest, but also affects "the goodwill of our limited clientele of habitual investors, "who, seeing the prices of this stock falling become dis- "couraged and less ready to subscribe to future issues."

If such difficulties are experienced with regard to Sterling loans is it likely that the mere guarantee of a fixed rate of Exchange on interest on Rupee Paper will be sufficient to draw European investors ?

(5.) The following cutting, giving a quotation from the London correspondent of the "Scotsman," is interesting :—

INTEREST ON RUPEE PAPER.

A good deal of attention was to-day (August 23) attracted by a telegram from Culcutta, stating that the Government of India contemplated guaranteeing the payment of the interest on the 3½ per cent. Rupee Paper at the fixed rate of 1s. 4d. per rupee. It is argued that such a measure by

proving the confidence of the Government in the stability of the exchange, would encourage the investment of capital in India, while equalising the value of Rupee Paper and the sterling loans.

The first supposition is open to question. At all events, investors will require a good deal of educating before they can be brought to understand that India has now a gold standard, while, even when they learned the fact, they will still need a great deal of persuasion that that standard will be maintained in all circumstances. Indeed, many well-informed bankers are extremely sceptical on the latter point, and are, consequently, strongly of opinion that, in giving the guarantee referred to, the Government will be incurring no inconsiderable future risk without any present adequate advantage.

But, however that may be, there is the further consideration as to the effect on holders of Rupee Paper. The change would be eminently profitable to existing holders, because an added value would be given to their security, as it would be at once stamped as of sterling quality ranking on a level with the existing sterling stock, after making allowance, of course, for the fact of the rupee being taken at 1s. 4d., instead of 2s. At the present price the yield is about 3⅝ per cent., in contrast with 2¾ per cent. returned on the 3½ per cent. sterling loan. The price would, therefore, rise considerably, and, therefore, to suppose that in such an event the Government would fail to exercise its right to conversion into paper, bearing, say 3 per cent. interest, would be ridiculous.

Consequently, present holders would have to prepare for a substantial reduction in their interest, which would hardly be compensated by the assurance that their interest would always be paid at the rate of 1s. 4d. per rupee, instead of on occasion, a slightly lower rate say, at the outside, 1s. 3⅞d. At times—when, for example, money is dear in India, and the exchange tends to rise above, 1s. 4d. per rupee—they gain an advantage, but that would, under the altered conditions supposed, disappear. It need hardly be pointed out that, so far as native investors are concerned, the guarantee would reckon for nothing, as the rupee would go no farther in India either way. It is also doubtful if the change would do much to render Rupee Paper more popular among British investors, who are naturally slow to grasp questions of exchange values.

I quite agree with Mr. Wright's preamble, first five paragraphs, but at the same time as Sir Edward Law is expected to arrive in Bombay on Friday morning, I think the Committee of the

Chamber should invite him to discuss the matter before he goes on to Simla, if convenient to him and should he wish to do so. As regards the proposal to guarantee interest on Rupee loans at a fixed rate of exchange, about 1*s.* 4*d.*, I think the country would probably derive great benefit if interest were so guaranteed, as it would probably find itself able to issue future loans at higher rates because of the increased attraction in the eyes of European investors. It is, I take it, the *European* investor whom it is deemed desirable to reattract, and I, therefore, see no reason why the interest on paper held *in India* should be paid at 1*s* 4*d.* The Indian investor can obtain his sovereign for 15 rupees, under the gold standard, if he wants it, and it would only complicate matters were he given a draft on London instead, in payment of his interest. Such drafts would enter into competition with Bank Bills, as pointed out by the Bengal Chamber Sub-Committee, and I do not think it would be advisable to fix the rate of exchange at a lower rate than 1/4,—1/3 29/32 or 1/3 7/8—in order to obviate such competition.

In my opinion only paper specially enfaced for payment of interest in London, should be entitled to the privilege of interest at exchange 1*s.* 4*d.*, and a special fee—say double the present fee on ordinary enfacements, which are for payment of interest by drafts on India—might be exacted. This, however, is an unimportant detail. At the present time the amount of ordinary enfaced rupee paper held in London is approximately 20 crores, and if all that were *specially* enfaced it would involve an annual increase to the India Council drawings of about half a million sterling—not a very alarming increase, while, as a set-off, Council bills would benefit by the diminished competition of rupee interest drafts to practically a similar extent. Further, special enfacements would doubtless follow, but, of course, in that case the remittance of the paper to London would, in many instances, be attended with a corresponding increase in the demand for Council bills to meet the cost of the *principal*, and in these circumstances the annual drawings to meet payment of interest thereon would be a matter of easy arrangement.

In regard to the objection that the bulk of the loans, being redeemable in 1904, would be unsuitable for investment purposes, it is no doubt the intention of the Indian Government to renew them, possibly for a period of at least 20 years. It may perhaps be also the intention to reduce the rate of interest to 3 per cent., should it be found that the guarantee attract many European investors, but such a consummation seems hardly possible in the near future, however much it may eventually commend itself to well-wishers of this country.

LIBRARY OF THE BOMBAY BRANCH OF THE ROYAL ASIATIC SOCIETY

APPENDIX D.

MINTS.

PROPOSAL TO CENTRALISE AT BOMBAY.

No. 747 A.

GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

ACCOUNTS AND FINANCE.

CALCUTTA, the 6th February 1902.

To the SECRETARY to the BENGAL, BOMBAY, MADRAS, RANGOON, KARACHI, UPPER INDIA CHAMBER of COMMERCE.

SIR,—The Government of India have under consideration a proposal to abolish the Mint at Calcutta and to establish one large Mint at or near Bombay, capable of performing all the work at present distributed between the two existing Mints. The Governor General in Council desires to be placed in possession of the views of the mercantile and banking community on this proposal. I am accordingly directed to request that you will favour the Government of India with the opinion of your Chamber on the subject, together with that of the principal Banks connected with it.

* To the Secretary to the Bengal Chamber of Commerce only.

* [2. I am in this connection to refer to the correspondence ending with your letter No. 116—88, dated the 8th February 1888, in which you intimated that your Chamber had no objection to offer to a proposal made to the Finance Committee in 1886 for the abolition of the Calcutta Mint. The proposal was dropped at the time; † but the circumstances have since entirely changed owing to the stoppage of the coinage of silver presented by the public at the Mints.]—I have, &c.,

Vide Finance and Commerce Department Resolution No. 3360, dated the 22nd June 1883.

R. A. MANT, Under-Secy. to the Govt. of India.

MINUTES.

It seems to me to be very desirable that there should be only one Mint in India instead of two, and that it should be situated in Bombay. The letter from the Government of India is somewhat vague as to the location of the proposed new establishment.

21st February 1902.

J. BEGBIE, Secretary and Treasurer, Bank of Bombay.

I think it very desirable that there should be two Mints in India, because one might break down and it is very essential there should be no stoppage of the coinage of British dollars, when Government is coining rupees. I append copy of a note from our Calcutta Agent on the subject, with whose views I agree on the whole. No doubt, arrangements could be made for the reception by the currency offices direct of Sovereigns in exchange for rupees, but the importance of the British dollar coinage should not be lost sight of.

24th February 1902.

J. STIVEN, Chartered Bank of India, Australia & China.

NOTE REFERRED TO.

" If the Calcutta Mint is to be abolished I want a guarantee from Government that the Bombay Mint will, at all times, be open to the coinage of British Dollars and that such coinage will be conducted promptly and not shelved in times of pressure to make place for the coinage of Rupees, as was done last year when, had there been no Calcutta Mint, it is difficult to say what the results to British trade in the Straits and part of China would have been.

It will be observed that the proposal is the *abolition* of the Calcutta Mint. Government should, therefore, state what arrangements are suggested for the coinage of Rupees and British Dollars in the event of an absolute break down of the Bombay Mint. Hitherto Government have had a second string to their box and recent events have proved that in the case of British Dollars it was very necessary that they should have it.

As regards Gold Coin (other than Sovereigns) and Bullion tendered to the Mint for Rupees under Government Notification of 26th June 1893, such in the event of the abolition of the Calcutta Mint can only be sent to Bombay, and I would like to know if such coins or Bullion which would in the ordinary course of trade find their way to Calcutta, will be taken over by Government here or must they be sent to Bombay. If they must be diverted to that port Calcutta will be handicapped to the extent of the cost of the extra freight or carriage to Bombay and also by the cost of transferring the funds to Calcutta. These remarks also apply to sovereigns and half sovereigns as it is only I believe at the *Mints* of Calcutta and Bombay that the public *can demand* Notes (that is Rupees) for such coins. If the Calcutta Mint is abolished we must have arrangements made under which the Calcutta Currency Office will *by law* be obliged to pay out Rupees in Exchange for sovereigns and half sovereigns to any extent. If this is not done we may be asked to send all our

shipments of Sovereigns to Bombay and in this case also the possible extra freight or carriage, and the cost of remitting the proceeds here will be a tax on the trade of Calcutta.

There is another point on which further information is desirable and that is the site of the New Mint at Bombay. The present Mint is most conveniently situated as regards the Banks and the public, but the ground on which it is situated is valuable and Government may possibly think it advisable to sell it and build a New Mint right outside Bombay, for it will be noticed the idea is "one large mint *at* or *near* Bombay." I submit that the Mint in Bombay should occupy a central position and that the Banks and those tendering Bullion and or Coin for Rupees should not be asked to take the risk which the journey to a Mint outside Bombay would of necessity entail. Insurance Companies would require an extra premium to cover such additional risk and this would be a new tax on the trade of India."

I think it is very necessary to have a Mint at Calcutta as well as Bombay.

With one Mint only it would, in the case of a break down of machinery or any other emergency, be a very serious matter.

British Dollars are coined on a large scale, and it is very necessary that there should be nothing to prevent their coinage always, regularly and promptly.

The Bombay Mint is almost always continuously engaged in coining these Dollars, but as Government reserves to itself the right of coining Rupees for themselves in preference to Dollars for the Banks, it seems to me that it would be very desirable to have another Mint to fall back upon, as occasions might arise in which the Government particularly required Rupees to be coined, whilst the Banks at the same time as urgently require Dollars.

In such a case the inevitable result would be delay in coinage of Dollars which would cause great inconvenience to trade and considerable loss to the Banks.

Were the Bombay Mint removed and established *outside the City*, or as the proposal before Government expresses it, *near* Bombay, it would cause great inconvenience and expense and I would strongly recommend it remaining in its present site which is very central and most convenient to all the Banks and the general public.

For the Hongkong and Shanghai Banking Corporation,

W. B. THOMSON, Agent.

Without full particulars and a guarantee from Government that there will be no delay in the coinage of British dollars by abolishing the Calcutta Mint, I do not think a fair opinion can be given, so for the present, I agree with the remarks of the Chartered Bank.

JAS. MURDOCH, Manager, Mercantile Bank of India.

If a larger Mint is erected in Bombay, it should be near the Banks as at present.

It should also be capable of undertaking all the work which the *two* present Mints perform.

We agree generally with the remarks of the other Exchange Bank Managers.

26th February, 1902.

For the National Bank of India, Ld.
H. CHALMERS, Manager.

If the Mint in, not near, Bombay is made capable of doing the work now done by the Mints of Bombay and Calcutta, and if suitable arrangements are made by Government for the exchange of gold and silver in Calcutta without extra expense to the Banks, I think the Mint in Calcutta might be closed, not otherwise.

27th February 1902.

For Commercial Bank of India.
W. MOIR, Manager.

We think it is far more desirable that there should be two Mints in India, but if the scheme now under consideration is carried out the new Mint should be established in the business quarters of Bombay and undertake the whole work same as it is, at present, performed by the existing two Mints.

We agree on the whole with the remarks of the other Exchange Banks.

For the "Comptoir National D'Escompte de Paris."

27th February 1902.

E. REY, Manager.

BOMBAY CHAMBER of COMMERCE, 20th March 1902.

The UNDER SECRETARY to the GOVERNMENT of INDIA, Finance and Commerce Department, Calcutta.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce, I have the honour to acknowledge the receipt of your letter No. 747 A, dated 6th February, 1902,

on the subject of the proposal to abolish the Mint at Calcutta and to establish one large Mint at or near Bombay, capable of performing all the work at present distributed between the two existing Mints.

2. In accordance with the request made in the said letter, the opinions of the principal Banks in Bombay have been taken in the matter. Having in view the very general terms in which the proposal is at present stated, it would be out of place to discuss any but the broadest considerations involved. I am accordingly directed to say that there is a substantial consensus of opinion that, if the single Mint to be established in Bombay should be capable of supplying Dollars for the Banks as well as Rupees for Government, and otherwise performing at all times the work at present distributed between the two existing Mints, no disadvantage to trade, but probably considerable gain to Government would attend the concentration proposed. It will be remembered that on one occasion the production of Dollars was stopped in deference to the demand of Government for Rupees; and in view of the injury done to trade by such incidents, it is of the first importance that adequate security against their recurrence should be present in the arrangement to be made.

3. If the Mint at Calcutta be abolished it will, of course, be necessary to provide for the payment of Rupees and Notes against gold Sovereigns and Half-Sovereigns on their presentation in that City; but this, Government will certainly have foreseen.

4. It is noticed that it is proposed to establish a single Mint "at or near" Bombay; and I am to say that it is the unanimous and strong opinion of my Committee and of the Banks consulted that the site of the Mint should be central and close to the Banks. It need scarcely be stated that the transmission of Treasure of any kind to a Mint outside or on the outskirts of Bombay would entail grave inconvenience and risk.—I have, &c.,

WILLIAM GREAVES, Chairman.
FREDERICK NOEL-PATON, Secretary.

APPENDIX E.

STAMP DUTY ON HYPOTHECATION OF MOVEABLE PROPERTY.

No. 1000—1902.

BENGAL CHAMBER OF COMMERCE,
ROYAL EXCHANGE BUILDING, CALCUTTA, 17th July 1902.

From the SECRETARY, BENGAL CHAMBER of COMMERCE, to the SECRETARY to the GOVERNMENT of INDIA, Finance and Commerce Department, Simla.

SIR,—I am directed by the Committee of the Bengal Chamber of Commerce to draw the attention of the Government of India to the difficulty which is now experienced by Banks and Mercantile Firms generally, in determining the proper Stamp Duty to be paid on Hypothecation of moveable property to secure balances of accounts current. The Indian Stamp Act of 1899, being the Act at present in force, provides by Article 6, Schedule I, that "any instrument evidencing an "agreement to secure the repayment of a loan made upon the deposit of "title deeds or other valuable security or upon *Hypothecation of move-* "*able property*" may be stamped with either the same Duty payable on a Bill of Exchange or half of that Duty according as the loan is repayable within a year or within three months from the date of the advance.

2. This Article corresponded with Article 29, Schedule I, of the Indian Stamp Act of 1879 previously in force, and no difficulty was felt in determining the proper Stamp Duty until the decision of the Honorable the Chief Justice of Bengal and Mr. Justice Macpherson in the Queen-Empress *vs.* Debendra Nath Mitter (Indian Law Reports, Volume 27, Calcutta Series, page 587). In consequence of this decision, which the Committee understand is binding on the Revenue Authorities and on the Courts subordinate to the Calcutta High Court, it appears that unless the whole advance is made at the same time that the instrument of Hypothecation is executed the deed of Hypothecation must be stamped as a mortgage. The Committee are informed that the Board of Revenue

construe this decision as determining that the higher duty chargeable on a mortgage should be paid in every case where it is sought to secure any future advance on an existing account. The result of this is that the use of the recognised and well understood forms of security is now practically prohibited without apparently any sufficient reason for the change.

3. The Government of India are, no doubt, aware that in the case of advances for short periods the documents of security, hitherto in use, were frequently renewed, and a substantial revenue paid to Government in excess of that which would be payable if a mortgage were kept open for a number of years. It was probably this consideration which influenced the legislature in providing for a smaller Duty when a loan is intended to be speedily repaid, and if this is so, the intention is wholly defeated if the Act is to be construed so as to make the larger Duty payable whenever the whole amount of the intended advance is not made at one and the same time.

4. The Committee understand that the decision of the High Court, referred to above embodies the correct legal interpretation of the Article in question. As, however, they can hardly conceive that it could have been the intention of the Legislature to place restrictions upon business in connection with the Hypothecation of moveable property, and to prevent the development of the system of cash credit accounts, I am directed to urge that Government should take into early consideration the amendment of the Article in question. It is a recognised fact that the system of cash credit accounts has been a main feature in the success of the Scotch Banks and the consequent development of trade in Scotland. The system was gradually being introduced into this country, but has now been more or less stifled by the action of the Board of Revenue interpreting the Stamp Act in the light of the said decision. The Committee are advised that if Article 6, Schedule, I, of the Stamp Act were altered to read as follows, the desired end would be secured :—

" Agreement by way of equitable mortgage, that is to say, any in-
" strument evidencing an agreement to secure by or upon the
" deposit of title deeds or other valuable security, or by or upon
" the Hypothecation of moveable property, the payment of any
" money advanced or lent at the time, or previously due and
" owing, or forborne to be paid, being payable, or for the re-
" payment, with or without interest or commission of money to
" be thereafter lent, advanced, or paid, or which may become

"due upon an account current together with any sum already "advanced or due, or without, as the case may be."

5. I am also directed to draw the attention of Government to the Duty chargeable under Article 41, Schedule I, in respect of mortgages of crops. The provision is a new one fixing the Duty at ¼ per cent. on the amount of the advance and the Duty will be realised in great measure from Hypothecations of Tea and Indigo crops. These Hypothecations were formerly also chargeable under Article 29, Schedule I, of the Indian Stamp Act of 1879, that is with the same or one-half of the duty on Bills of Exchange according to the currency of the loan. In the present position of the Tea and Indigo industries the enhanced Duty operates extremely hardly, and the Committee would urge upon Government the desirability of relieving these industries of this additional burden by an alteration in the Schedule, providing that the Duty on a crop Hypothecation should be the same as that provided in Article 6, Schedule I.

6. I am desired to add that the Committee have been approached by all the Exchange Banks and Local Banks, and by a number of leading mercantile firms with an urgent representation in regard to these matters.—I have, &c.,

W. PARSONS, Secretary.

BOMBAY CHAMBER OF COMMERCE, 7th August 1902.

The SECRETARY to the GOVERNMENT of INDIA, Finance and Commerce Department, Simla.

SIR,—The Committee of the Bombay Chamber of Commerce have received from the Bengal Chamber of Commerce a copy of a letter addressed by that body to you on the 17th July on the subject of the difficulty now experienced by Banks and Mercantile Firms in determining the proper Stamp Duty to be paid on Hypothecation of moveable property to secure balances of current accounts. My Committee, considering the matter to be of importance, and sharing the views set forth in the said letter, have consulted the leading Banks in Bombay on the subject. The replies of the Banks are uniformly in favour of the

recommendations made by the Bengal Chamber, and I am now instructed to say that those recommendations have in every respect the full support of this Chamber.—I have, &c.,

WILLIAM GREAVES, Chairman.
FREDERICK NOEL-PATON, Secretary.

No. 4483 S. R.

GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

SIMLA, 18th August 1902.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to acknowledge the receipt of your letter dated the 7th August 1902, regarding the stamp duty chargeable on instruments of hypothecation of moveable property, and to say that the letter will be laid before the Government of India.—I have, &c.,

R. A. MANT, Under Secy. to the Govt. of India.

APPENDIX F.

NAGDA-BARA-MUTTRA RAILWAY.

BOMBAY CHAMBER OF COMMERCE, 10th April 1902.

The SECRETARY to GOVERNMENT, Public Works Department, (Railway Branch), Bombay.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce, I have the honour to communicate to you an expression of the great regret with which they find, in the recently published Financial Statement, and in the Memorandum of the Hon'ble Mr. Arundel appended thereto, no indication that any of the railway projects likely to substantially mitigate the disabilities of this port, is to share in the budgeted expenditure on railways. The Committee conceive it to be their duty to make it known to Government that there is a growing, and now very strong, feeling among all classes of persons interested in the trade of Bombay regarding the continued failure of the Government of India to concede to this port such share in the benefits of railway expenditure as might be approximately commensurate with the relative value of its made and its natural advantages. The existence of that feeling may not improbably be known to Government, seeing that it has been the privilege of this Chamber to voice it from time to time, and seeing that it has, in its intensification, recently found repeated expression in the daily press. But, in view of the slowness of all measures of railway construction, it is not too much to say that the community, on whose behalf my Committee speak, regard with gravest anxiety the absence of any earnest of the inauguration of any one of the works to which first importance is attached by commercial men on this side of India. Among these works the principal place is, of course, occupied by the Nagda-Bara-Muttra scheme. In the letter No. 11 R.P. of the Government of India, enclosed with yours of the 31st January 1901, it was stated that "the Government of

" India recognise the importance of the line, and, subject to the " consent of the Secretary of State, they propose to undertake " its construction as funds can be made available without " prejudice to the demands for certain other lines which, for " obvious reasons, must have precedence." I am to mention that on the 21st of August last, this Committee had the honour to address to you a letter praying for some statement of the reasons alluded to as obvious, but that no reply has so far been received. When, however, it became known that the revenue for the past year had shown so notable an increase, and that so large a portion of that increase was due to the working of railways, it was hoped that the condition contemplated in the phrase " as funds can be made available " would be recognised to have arisen, and that an effort would be made to begin the work most strongly desired by Bombay, which contributes so largely to the revenue in question.

The disappointment now felt is proportionately keen ; and I am to express to you, with respect, the extreme regret with which the present prospect is viewed by my Committee and their constituents, and the earnest hope that H. E. the Governor in Council may be pleased to exert his influence in the proper quarter in pressing the expediency of inaugurating, at an early date, the work so long desired and advocated.—I have, &c.,

WILLIAM GREAVES, Chairman.
FREDERICK NOEL-PATON, Secretary.

No. 1597 of 1902.

P. W. Department, Railway Branch,

Bombay Castle, 23rd May 1902.

To the Secretary to the Chamber of Commerce, Bombay.

Sir,—With reference to your letter dated the 10th April 1902, I am directed to inform you that in response to a communication from this Government on the subject of the Nagda-Baran-Muttra and Agra Delhi Railways, the Government of India have intimated that the inclusion of these lines in statement B appended to Sir Arthur Trevor's Memorandum

dated 20th March 1901, shows that their construction is contemplated as soon as funds permit, but that the order of priority of the lines shewn in that statement was only provisional, the actual inception of a project depending on the financial situation when the time comes.

They further state that it has not been found possible to provide funds for the construction of these two lines during 1902-03, but that they are prepared to consider proposals for the construction of the Nagda-Baran-Muttra Railway outside the programme of Railway construction, *i.e.* proposals which do not involve a guarantee. In this connection I am to invite your attention to paras 6 and 7 of the Preliminary Note to the Histories of Railway Projects corrected up to the 30th June 1901.

2. In your letter under reply it is stated that in the recently published financial statement and the Memorandum by the Honourable Mr. Arundel (which forms Appendix III to that statement) no indication is found that any of the Railway Projects which the Chamber urge, are likely to substantially mitigate the disabilities of the Port of Bombay, are to share in the Budgeted Expenditure of Railways. I am, however, to draw the attention of the Chamber to para 79 and 80 of the Financial Statement. Herein the difficulties that face the Government of India in providing Capital for new lines have been fully set forth : also to para 1 of the Honorable Mr. Arundel's Memorandum which enunciates the policy which has been laid down by the Government of India in connection with the programme of Railway expenditure. A copy of your letter has, however, been forwarded to the Government of India so that in view of the feeling of the Bombay Commercial Community, the question of expediting the undertaking of the Nagda-Baran-Muttra Scheme may receive the further consideration of that Government.—I have, &c.,

J. ADAM, Under Secretary to Government.

Copy of letter No. 39/R. P., dated 27th February 1902, from the Government of India, P. W. D. Railways, to the Government of Bombay, P. W. Department, Railway Branch.

I am directed to acknowledge the receipt of your letter No. 69, dated the 8th January 1902, on the subject of the Agra-Delhi and the Nagda-Baran-Muttra Railway.

2. In reply I am to state that the inclusion of these lines in Statement B, appended to Sir Arthur Trevor's Memorandum, dated the 20th

March 1901, shows that their construction is contemplated as soon as funds permit, but I am to point out that the order of priority of lines shown in that statement was provisional only and that the actual inception of a project depends on the Financial situation when the time comes.

3. I am to add that in the case of the Agra-Delhi and Nagda-Baran-Muttra Railways it has not been found possible for the Government to provide funds for their construction during 1902-03, but that the Government of India are prepared to consider proposals for the construction of the latter line outside the programme of Railway construction, that is, proposals which do not involve a guarantee.

BOMBAY CHAMBER OF COMMERCE, 19th June, 1902.

The UNDER-SECRETARY to GOVERNMENT, P. W. Department, Railway Branch, Bombay.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce, I have the honour to acknowledge the receipt of your letter No. 1597, dated 23rd May 1902, covering a copy of a letter No. 39/R. P., dated 27th February 1902, from the Government of India. This letter conveyed the reply of the Government of India to one written by you on the 8th January 1902, on the subject of the Nagda-Bara-Muttra Railway and the Agra-Delhi Chord, in which reference was presumably had to the representations made by this Chamber in that connexion by their letters of the 21st August and the 17th October 1901.

2. I am to express to you the thanks of the Committee to the Government of Bombay for having forwarded to the Government of India a copy of their letter of the 10th April last, and their hope that His Excellency the Governer in Council will not cease to lend his influence to the furtherance of the Nagda-Bara-Muttra Railway, which would unquestionably prove of the utmost advantage to this port and presidency. I am to explain that the letters of this Chamber on this subject have been written in the knowledge of and with the full regard to the

Statement B, appended to Sir Arthur Trevor's Memorandum and paragraphs 6 and 7 of the Preliminary Note to the Histories of Railway Projects corrected up to 30th June 1901, to which you are good enough to refer.

3. The Committee learn with satisfaction from your letter and from that of the Government of India that the latter Government is alive to the importance of the Nagda-Bara-Muttra Railway and intends that it shall be constructed. But, while my Committee welcome an apparent indication of an increased disposition to permit the construction of the Railway in question by private enterprise, they fear that the prospect of such construction is practically as remote as ever if Government maintain the stipulation of conditions which, in paragraph 3 of the letter No. II R.P., of the 15th January 1901, they recognise to be such as no company or syndicate could reasonably be expected to accept.

4. This Chamber is extremely chary of offering any remarks that might appear to indicate dissent from Government upon questions of general policy; but they find it impossible to discuss, as they must, the situation of the Nagda-Bara-Muttra Railway Scheme without adverting to the defects of principle which it appears to illustrate. In paragraphs 79 and 80 of the last Financial Statement of the Government of India, it is declared that the first place is given to the perfecting of existing lines, the second to the completion of lines now under construction, and the third and last place to expenditure on new projects. It is admitted in paragraph 80 that the rapid growth of traffic on the existing main routes, which is the result of the present policy, induces congestion and the demand for heavy expenditure for "more rolling stock, larger stations and goods-sheds, additional sidings and signalling apparatus, and sometimes duplication of the permanent way." The effect is stated to be that "we are threatened with some day finding the whole of our capital resources absorbed in fulfilling this undertaking and little or nothing left for new construction." That being so, there remains for such new construction nothing but

a problematical occasional contribution from "extraodinary revenue surpluses; but this," it is added, "is not a source on which we could or should generally reckon." But such precarious and fluctuating sources are admittedly useless for this purpose; for, as Mr. Arundel says in his memorandum on the Railway Programme, published in March last, "It is not desirable to embark on new lines unless they can be carried to completion in reasonable time." It is thus an absolute and obvious condition of such new construction that there should be assigned to it funds of an assured and constant nature, while that condition does not apply in anything like the same measure to the improving and equipping of existing lines. The latter could be carried out more or less as funds might become available; and at the worst the existing railway systems, which are to some extent known in the money market, could go to that market with some hope of success. But the present policy of Government is to consecrate to improvement the only funds possessing those elements of assurance and constancy, unessential to improvement, but indispensable to new construction, and to assign to the latter those precarious sources which are admittedly useless for the purpose. And since the overgrowth and congestion of the few main arteries of traffic create a further demand for their development and the indefinite absorption of "all our capital resources," it follows that such borrowing as may be attempted for railway purposes must be attempted on behalf of projects entirely unknown to the money market and little likely to be appreciated by it. In effect, all such schemes as the Nagda-Bara-Muttra Railway must be postponed indefinitely; and my Committee direct me to submit that any policy that creates such a position must be wrong.

5. On the other hand, they conceive that the great increase in the receipts from railways under present conditions of development gives assurance of large profits to be obtained by the extension of similar systems into unopened tracts of ascertained fertility, and shows that the growth of traffic on such extended systems and the creation of wealth which must attend it would in a few years afford abundant resources for the perfecting of

existing lines. It is for this reason that the Committee once more beg respectfully that His Excellency the Governor in Council may be pleased to urge upon the Government of India the expediency of granting, in respect of a work of admitted public importance, some such terms as may afford to private capital a reasonable prospect of immunity from loss.—I have, &c.,

WILLIAM GREAVES, Chairman.
FREDERICK NOEL-PATON, Secretary.

No. 1962 of 1902.

P. W. Department, Railway Branch,
Bombay Castle, 3rd July 1902.

To the Secretary to the Chamber of Commerce, Bombay.

Sir,—I am directed to acknowledge the receipt of your letter, dated the 19th June 1902, communicating the further views of your Chamber regarding the construction of the Nagda-Baran-Muttra Railway, and to state that a copy thereof has been forwarded for the consideration of the Government of India.—I have, &c.,

J. F. PEREIRA, for Under Secretary to Government.

No. 2673 of 1902.

P. W. Department, Railway Branch,
Bombay Castle, 24th September 1902.

To the Secretary to the Chamber of Commerce, Bombay.

Sir,—With reference to your letters dated the 10th April and 19th June 1902, regarding the construction of the Nagda-Baran-Muttra Railway, I am directed to state, for the information of the Chamber, that the Government of India have intimated that the matter is receiving attention.—I have, &c.,

J. ADAM, Under Secretary to Government.

APPENDIX G.

AGRA-DELHI CHORD RAILWAY MANAGEMENT.

BOMBAY CHAMBER OF COMMERCE, 26th November 1902.

The SECRETARY to GOVERNMENT, Public Works Department, (Railway Branch), Bombay.

SIR,—The commencement of the Agra-Delhi Chord has been officially announced, but, while the railways more particularly concerned with the trade of Bombay are to be granted running powers over the new line, no assurance has apparently been given that its actual management is to be entrusted to one of them. The construction of the Agra-Delhi Chord has been repeatedly commended to Bombay by the Government of India as a means of mitigating certain of the difficulties with which the traffic of this Port has had to contend, and as in some sense a solatium for the smallness of the measure in which Bombay has for many years participated in the benefits of Railway Expenditure. It has seemed to my Committee, and under their instructions I have more than once had the honour to represent to you that the Government of India ascribe to the project in question greater merit in this respect than properly belongs to it. They have, however, hoped that some relief might come to them from the work in question ; but it need scarcely be said that if that work should be placed under the control of any but a Company interested primarily in this Port, not only the Government's estimate of the benefits to be conferred, but also the Committees more qualified anticipations in the same regard are sure to be falsified. The experience of railways on this side of India, and that of the communities served by them, regarding the inefficacy of regulations prescribing equity of treatment for foreign traffic, can have left no doubt in any mind as to the necessity for actual and direct control. In view of that experience there is a virtual certainty that if the new Agra-Delhi

Chord should fall under the control of any Railway not directly bound up with the Bombay traffic, it will do very little either to help to trade of this Port or to remove the impression produced in Bombay by the protracted failure of Government to execute another work whose importance has been constantly urged and officially admitted.

I am, therefore, directed by the Committee to convey to you their very earnest hope that the Government of Bombay will impress upon the Supreme Government the great desirability of entrusting the management of the new line to one of the Bombay Railways.—I have, &c.,

FREDERICK NOEL-PATON, Secretary.

No. 3367 of 1902.

P. W. Department, Railway Branch,

Bombay Castle, 8th December 1902.

To the Secretary, Chamber of Commerce, Bombay.

Sir,—I am directed to acknowledge the receipt of your letter, dated the 26th November 1902, asking at the instance of the Committee of your Chamber, that this Government will impress upon the Government of India the great desirability of entrusting the management of the Agra-Delhi Chord to one of the Bombay Railways.

2. A copy of your letter has been forwarded for the consideration of the Government of India whose attention has been drawn to a similar recommendation already made by this Government in regard to the working of the Agra-Delhi Chord Railway.—I have, &c.,

J. ADAM, Under Secretary to Government.

APPENDIX H.

ROLLING STOCK FOR THE CARRIAGE OF GOODS TO BOMBAY.

No. 2023 of 1902.

P. W. Department, Railway Branch :
Bombay Castle, 9th July 1902.

To the Secretary, Chamber of Commerce, Bombay.

Sir,—My letter No. 2591, dated the 10th September 1901, informed you that your Chamber's letter, dated the 31st July 1901, on the subject of the impediments to the trade of Bombay with the North West, alleged to be due to the failure or refusal of the Railways in that region, not directly connected with the port of Bombay, to furnish rolling stock for the carriage of goods destined for this port, had been forwarded for the consideration of the Government of India.

2. The reply of the Government of India has now been received and at the instance of that Government, I am to state, for the information of your Chamber, that their complaint relates to a difficult and complex situation which is not clearly provided for by the law, but that the Great Indian Peninsula Railway Company will be informed that there is no objection to their submitting proposals for the grant to them of the desired running powers over foreign railways.—I have, &c.,

J. ADAM, Under Secretary to Government.

No. 11863.

Bombay, 24th July 1903.

From the Agent to the Consulting Engineer.

With reference to your letter No. 3285, dated 9th July 1902, with which you forward a copy of a letter No. 578 R.T., dated the 30th June 1902, from the Government of India, Public Works Department, Railways, I have the honour to reply as follows :—

2. It is observed that the Government of India in their letter deal separately with the question of—

(*a*) The representations made by the Bombay Chamber of Commerce.

(*b*) The interests of the Great Indian Peninsula Railway Company.

The Bombay Chamber of Commerce complaint of the failure of the East Indian, Oudh and Rohilkhund and North Western Railways to supply wagons for traffic offering for Bombay, and it is observed, that the Government of India state in reply that the complaint relates to a difficult and complex situation which is not clearly provided for by the law.

3. The letter from the Great Indian Peninsula Railway Administration was a comment, called for by the Consulting Engineer, upon the complaint of the Bombay Chamber of Commerce, and supported that complaint so far as it related to the failure on the part of the East Indian and North-Western Railways to supply wagons under the Conference Regulations for traffic offering for Bombay, and alloted to the Great Indian Peninsula route under an agreement, to which those Railways are parties.

4. In their remarks upon the letter from the Great Indian Peninsula Railway Administration the Government of India state, that the difficulties complained of appear to have arisen from two causes—

(*a*) A Block at East Indian Railway terminus extending up the line at one time as far as Ghaziabad.

(*b*) Paucity of wagons sent by the Great Indian Peninsula Railway to both the East Indian and North-Western Railways for back loading,

and it is said that in the opinion of the Government of India the position of the Great Indian Peninsula Railway Company would not be improved by the proposed grant to it of running powers over foreign lines.

5. Under these circumstances, as the Government of India consider that there is no legal remedy for the difficulties complained of, and as the grant of running powers is not considered to be a satisfactory solution, it would seem that the only true remedy, to prevent the annual recurrence of the great difficulties complained of by the Chamber of Commerce, will be the early construction of the Agra-Delhi Railway with a branch to Aligrah.

6. I need scarcely remind you of the correspondence which has taken place within the last few years pressing on the Government of India the necessity, in the interests of the port of Bombay, of the construction of this line; but in this connexion I may quote the following paragraph from the report (just issued) of the Bombay Chamber of Commerce for

1901, pages 4-5, which reflects the opinion of the Commercial Community of this port :—

> " The amended programme set forth in the recently issued Administration Report of the Railways in India for 1900 had shewn " that even the Agra-Delhi Chord, which had been recommended to Bombay as an earnest of relief, had been " abandonded ; and the Committee therefore considered it " incumbent on them to invoke the assistance of the Local " Government in an effort to bring home to the Government " of India and the Secretary of State a sense of the neglect " under which the trade of this port had suffered far so many " years."

7. It would appear from that Report that the Government of Bombay pointed out to the Chamber of Commerce in March 1899 that the construction of the Agra-Delhi Chord would secure unbroken broad gauge connexion between the North Western Provinces and Bombay over the Indian Midland and Great Indian Peninsula Railways, and that by the construction of this railway full play would be given to the railways interested in Bombay over a through route between that port and Delhi not much longer than the route *via* the proposed Nagda-Bara-Muttra line.

8. Accordingly the Chamber of Commerce accepted the assurance of Government and intimated their cordial approval of the proposals placed before them by the Government of Bombay and added that to make those proposals effective, it would be necessary to have *running powers* not only to Lucknow, but also to Moradabad and Chandausi by way of Aligarh.

9. The situation is one of some gravity for the Bombay Port and this Company, as the same difficulties are certain to recur in a more and more aggravated form every busy season until the Agra-Delhi Railway has been constructed and opened for working, while the additional facilities which are being afforded to the rival Port of Calcutta will give the traffic a trend in that direction which this Port will find it hard to recover hereafter.

10. The postponement of the Agra-Delhi Railway, which was once included in the list of projects arranged for, and which the Government of India in 1900 proposed to the Bombay Chamber of Commerce to construct as an earnest of the future Nagda-Bara-Muttra Railway, has now been continued year by year for some time, and as the completion of this

link constitutes the only true solution of the difficulties and obstru ctions to which traffic seeking the port of Bombay is annualy subjected, I trus t that the Bombay Government will see their way to represe nt the matter once more to the Government of India, and urge them strongly t o conclude the construction of the Agra-Delhi with a branch to Aligarh as an early and urgent work in the programme to be considered this autumn in the Conference held by His Excellency the Viceroy with his advisers.

No. R. 219/6,

COMPLAINT OF NON-SUPPLY OF WAGONS BY NORTHERN RAILWAYS FOR BOMBAY TRAFFIC.

24th July 1902.

From the GENERAL TRAFFIC MANAGER, G. I. P. RAILWAY, to the AGENT, G. I. P. RAILWAY.

With reference to your letter No. C. 126/11372 of 16th July 1902, forwarding copy of Consulting Engineer's Memo No. 3285, of the 9th July 1902, and the accompaniments which include letter No. 578 R. T., dated 30th June 1902 from the Government of India P. W. D. Railways to the Government of Bombay, P.W. D. Railways, I have the honour to remark that the reply to our representation is disappointing and if I may be permitted to add is not a reply to the complaint made. Our grievance is that while certain railways in Northern India, the East Indian, the North-Western and the Oudh and Rohilkhand, tendered wagons for traffic to Calcutta they declined to supply wagons for traffic offering to Bombay.

2. On this particular point the Government of India make no comment but we are told that so far as could be ascetained from the correspondence, the difficulties complained of, appear to have arisen chiefly from the congested state of the East Indian Railway at their terminus, which caused a block extending up the line at one time as far as Ghaziabad. This is the replication so far as the East Indian Railway is concerned, but I venture to submit that when the East Indian Railway were blocked at Howrah and up their line as far as Ghaziabad, there was no justification for refusing to supply wagons for traffic to Bombay. In fact it would have relieved the congestion if more of the traffic had been worked to Bombay or handed over to this system at the nearest junction.

3. It is extraordinary also that while there was difficulty in supplying wagons for Bombay traffic owing to congestion, the East Indian

Railway were able to maintain a fair supply of wagons for Bombay traffic at Cawnpore, at which point the traffic is competitive and where we could readily have met the demand.

4. In reference to the statement that "a minor cause seems to have been paucity of wagons sent by the G. I. P. Railway to both the East Indian and North Western Railways for backloading," the Government of India, appear to have overlooked the fact that it is the business and recognised practice of the forwarding railway to supply wagons for the traffic offering and that so far as the G. I. P. Railway is concerned, we could only supply the East Indian Railway with a proportion of our stock of wagons unless we were prepared to neglect the local traffic entirely. If the principle that the forwarding railway is bound to provide stock for the traffic offering, is not admitted, it will be necessary for the State to provide a stock depot where a number of wagons can be kept available to any railway in the busy season or as the capital is provided by the Government the stock of wagons required to deal with the Port traffic will have to be largely increased on the G. I. P. Railway.

5. In para 5 the Government of India state that they consider that our positon would not be improved by the exercise of Running Powers over foreign railways and I gather from the remarks contained in this paragraph that they deprecate any suggestion on our part to secure these powers. This being so, it is clear that if we are to deal with the traffic of the United Provinces and the Punjab efficiently to the satisfaction of the public, our position can only be strengthened and the interests of those we serve secured by the construction of the Agra-Delhi Chord or in other words by the extension of the G. I. P. System to Delhi and Aligarh. From Delhi and Aligarh we would be able to work wagons to all the Chief centres of trade in the area under reference and if the other railways were not disposed to utilize their own stock for traffic to our port, it would not be a difficult matter to arrange to send wagons for the short distances from Delhi and from Aligarh to the point at which the traffic originates.

6. Although, as I have said, the reply of the Government of India is disappointing, I think it may be accepted as encouraging in this direction that the Government of India, although not disposed to sanction running powers, will probably now recognise that the only solution to our difficulties is the early construction of the Agra-Delhi Chord.

7. I have not received a copy of the reply from the Government of India to the Bombay Chamber of Commerce, but from para 3, I observe

that the Chamber have been informed that there is really noreply to the question put by them as to the legality of the action of the Railways in Northern India, but that the G. I. P Railway is to be advised that their is no objection to their submitting proposals for the grant of Running Powers over foreign Railways. I would suggest that a copy of the letter from the Government of India be forwarded to the Secretary to the Chamber. The Committee will then observe while Government is not prepared to assist in the enforcement of the rules in regard to the obligations of the Forwarding railway, Government are of opinion that there is no objection to the G. I. P. Railway submitting their proposals for the exercise of running powers over the foreign railways. In fact, however, they really deprecate any such action and accordingly to sum up their decision it is that they do not accept either of the alternative courses suggested in the letter from the Chamber of Commerce dated the 31st July 1901.

8. This being so, the Committee of the Chamber will with us realise that the further remedy is to press for, as I have said, the early construction of the Agra-Delhi Chord.

APPENDIX I

RAILWAY SIDINGS IN BOMBAY.

PART OF COTTON GREEN REQUISITIONED.

No. 4212,

BOMBAY IMPROVEMENT TRUST,
ALBERT BUILDINGS, BOMBAY, 19th September 1902.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—I have the honour to inform you that it has been proposed by Government to acquire the area known as the Cotton Green which is vested in the Trust by Government, for its conversion into Railway Sidings. Before dealing with the matter, the Trustees desire to know whether the restriction in the area available for storing cotton by such alienation will be harmful to the trade.

2. I may mention the following details. The areas at present available for the storage of cotton are :—

(a). The property of the Port Trust—

Apollo Reclamation	25,517 sq. yds.
Sassoon Docks	4,950 „
Total	30,467 sd. yds.

(b) Colaba Land & Mill Co.—

Lower Colaba	42,691 sq. yds.
Victoria Bunder...	10,360 „
Total	53,051 sq. yds.

(c) Improvement Trust.—

Colaba Causeway...	13,105 sq. yds.

3. I am to request the early opinion of the Chamber on this matter.—I have, &c.,

S. REBSCH, Chairman.

BOMBAY CHAMBER OF COMMERCE, 26th September 1902.

The SECRETARY, BOMBAY COTTON TRADE ASSOCIATION, Ltd., Bombay.

DEAR SIR,—I am directed by the Committee of the Bombay Chamber of Commerce to inform you that they have received from the Bombay Improvement Trust an intimation that Gov-

ernment proposes to acquire the area known as the Cotton Green for conversion into Railway Sidings. This intimation is accompanied by an enquiry as to whether the restriction in the area available for storing cotton will, in the opinion of my Committee, be harmful to the trade. My Committee naturally feel that before dealing with the matter it would be an advantage to them to have before them a statement of the views of your Association. I am accordingly instructed to beg that your Board may favour them with such a statement.—Yours faithfully,

FREDERICK NOEL-PATON, Secretary.

BOMBAY COTTON TRADE ASSOCIATION (LIMITED),
BOMBAY, 30th September, 1902.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—I am instructed by the Directors of the Bombay Cotton Trade Association, Limited, to acknowledge the receipt of your letter of the 26th instant, in which you state that the Chamber has received from the Bombay Improvement Trust an intimation that Government proposes to acquire the area known as the Cotton Green for conversion into railway sidings, and you ask for an expression of the views of my Directors in the matter.

2. My Directors understand that the area in question comprises 13,105 square yards of ground in the neighbourhood mentioned, i.e., the ground vested in the Bombay Improvement Trust.

3. The matter has been very carefully considered by the Board, and I am to say that, in view of the exceedingly limited space for cotton storage at Colaba, it would not be advisable that the ground referred to, should be taken away from the trade and utilized for railway sidings. Instances have occurred in which in the busy season, owing to the large quantities of cotton arriving in Bombay, and the already limited accommodation available at Colaba for its storage, that firms have been obliged to store their cotton in godowns at Colaba and also to remove bales to other parts of the town, thus involving extra expenditure and much inconvenience in the disposal of their consignments.

4. The Directors are of opinion that the extra accommodation required for railway sidings can be found at Carnac Bridge where at present the B. B. & C. I. Railway have ample ground which could easily be utilized to great advantage for storage and sidings ; and I am to express the hope that the Committee of the Chamber will support the views of the Directors both as regards the non-transfer of the area in question and the utilization of the space at Carnac Bridge.—Yours, &c.,

C. J. MICHAEL, Secretary.

BOMBAY CHAMBER OF COMMERCE, 2nd October 1902.

The SECRETARY, BOMBAY IMPROVEMENT TRUST, Bombay.

DEAR SIR,—With reference to your letters, No. 4212, dated 19th September and No. 4425, dated 2nd October, respectively, on the subject of the proposal of Government to acquire for Railway purposes a part of the ground now used as the Cotton Green at Colaba, I am directed by the Committee of the Bombay Chamber of Commerce to say that they believe that the probable effect on the trade of such conversion of the ground in question and the possibility of mitigating any evils that might attend it would be best decided by a meeting on the ground, of representatives of your body, of the Railways, of the Chamber of Commerce and of the Cotton Trade Association. I have been directed to write to the same effect to the Cotton Trade Association, asking them tentatively to depute two members for this purpose.

Meantime I have the honour to beg that you will, if possible, arrange for such a meeting and communicate to me the time appointed.—I have &c.,

FREDERICK NOEL-PATON, Secretary.

BOMBAY CHAMBER OF COMMERCE, 3rd October 1902.

The SECRETARY, BOMBAY COTTON TRADE ASSOCIATION, Ltd.

DEAR SIR,—With reference to your letter, dated 30th ultimo, I am directed by the Committee of the Bombay Chamber of Commerce to say that a decision as to the probable effect on

trade of the acquisition by Government of some part of the Cotton Green for Railway purposes as well as the possibility of obviating any evils that might attend such acquisition would, in their opinion be most effectively arrived at by a meeting on the ground of representatives of Government, of the Improvement Trust, of your body and of the Chamber of Commerce. I have been instructed to communicate with the Improvement Trust to this effect and in anticipation of the consent of Government to the meeting proposed and open definite appointment I am to beg that you will tentatively nominate two members of your board who will attend. My Committee will be represented by the Deputy Chairman, Mr. H. Courtenay Wright—I am &c.,

FREDERICK NOEL-PATON, Secretary.

THE BOMBAY COTTON TRADE ASSOCIATION (LIMITED).

BOMBAY, 6th October 1902.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—I am instructed to acknowledge the receipt of your letter of the 3rd instant, and to say that the Chairman of this Association (Mr. D. H. Glade) and the Deputy Chairman (Mr. T. J. Ward) will be pleased to represent the Board at the proposed conference in connection with the acquisition by Government of some part of the Cotton Green for railway purposes.—I am, &c.,

C. J. MICHAEL, Secretary.

BOMBAY CHAMBER OF COMMERCE, 15th October 1902.

S. REBSCH, Esq., Chairman, BOMBAY IMPROVEMENT TRUST, Bombay.

SIR,—In accordance with instructions received from the Deputy Chairman this morning I have communicated to the representatives of the Cotton Trade Association the appointment made by you for a conference to be held at 8-30 a.m. to-morrow, at Colaba, in connection with the question of the Cotton Green. I have now the honor to inform you that the gentlemen in question will be on the ground at the hour named.—I have, &c.,

FREDERICK NOEL-PATON, Secretary.

BOMBAY, 16th October 1902.

F.-NOEL PATON, Esq., Secretary, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—With reference to the letter dated 19th September from the Chairman of the Improvement Trust, I attended yesterday a meeting at which the following were present :—

S. Rebsch, Esq., Chairman, Improvement Trust.

F. T. Rickards, Esq., Depy. Agent, G. I. P. Railway.

W. Muirhead, Esq., Traffic Manager, G. I. P. Railway and another.

J. Adam, Esq., the Deputy Consulting Engineer to Government, Railway Department.

D. Glade, Esq., Chairman, Cotton Trade Association.

T. J. Ward, Esq., Director, Cotton Trade Association.

After discussion it was agreed that the Trade raises no objection to the proposed acquisition of the Improvement Trust plot of the Cotton Green, provided that the Railway Companies agree not to stop booking Cotton from up-country and also agree to give facilities for taking delivery of Cotton late in the evening at times of pressure.

Mr. Muirhead, of the G. I. P. Railway, agreed to these two latter stipulations.

I should be glad if you would circulate this letter to the Committee and if they agree, address the Chairman of the Improvement Trust and inform him of the result of the meeting.—Yours, &c.,

H. COURTENAY WRIGHT.

BOMBAY CHAMBER OF COMMERCE, 16th October 1902.

S. REBSCH, Esq., Chairman, BOMBAY IMPROVEMENT TRUST, Bombay.

SIR,—In further reference to your letter No. 4212 of the 19th ultimo, and the meeting held at Colaba on the 14th instant, I am instructed by the Committee of the Bombay Chamber of Commerce to confirm the arrangement arrived at at the said meeting, namely, that the trade raises no objection to the proposed acquisition of the Improvement Trust Plot of

the Cotton Green provided that the Railway Companies agree not to stop booking cotton from up-country and also agree to give facilities for taking delivery of cotton late in the evening at times of pressure.

On this understanding, I am to say that the Chamber has no objection to the proposed transfer of the ground in question.—I have, &c.,

FREDERICK NOEL-PATON, Secretary.

GREAT INDIAN PENINSULA RAILWAY.

Minutes of Meeting held at the Cotton Green at Colaba on Tuesday, the 14th October 1902.

PRESENT.

Mr. S. REBSCH ... Chairman, Improvement Trust.
„ J. ADAM ... ... Deputy Consulting Engineer, for Railways.
„ H. COURTENEY WRIGHT, Depy. Chairman, Chamber of Commerce.
„ D. H. GLADE ... Chairman, Cotton Trade Association.
„ T. WARD... ... Ralli Brothers.
„ F. T. RICKARDS ... Acting Agent, G. I. P. Railway.
„ A. MUIRHEAD ... General Traffic Manager, G. I. P. Ry.
„ W. M. LAIDLAW... Deputy Traffic Manager, (Goods) G .I. P. Ry.

The representatives of the Chamber of Commerce and the Cotton Trades Association agreed that the plot market A in pink (Government property) on plan No. 4294 might be handed over to the Great Indian Peninsula Railway for additional sidings and space to accommodate the cotton traffic at Colaba, conditionally that the Railway undertook not to close the bookings of cotton to Bombay in the season, and gave increased facilities for delivery when there was pressure and increased business by keeping open for delivery at night.

2. The Railway representatives agreed to give this undertaking.

3. It was, therefore, resolved that the Chamber of Commerce would write on this understanding to the Improvement Trust, and the Improvement Trust will then communicate with the Consulting Engineer and settle the matter definitely.

4. As regards plot marked B on plan No. 4294, the Great Indian Peninsula Railway are to negotiate direct with the Colaba Land and Mill Company, with a view to securing the right to run these sidings through a part of their property until such time as final arrangements for taking over the land or making an exchange were concluded.

5. Plots C 1 and C 2 have already been handed over to the Public Works Department (Railway), but as regards C 3 the matter is still under correspondence with the Military Department.

F. T. RICKARDS, Acting Agent.

J. ADAM, Under Secretary for Railways.

APPENDIX J.

NEW RAILROAD FROM DJIBOUTI TO ADDIS, ABABA, ABYSSINIA.

CONSULAT DE FRANCE, A BOMBAY.

BOMBAY, le 25th Mars 1902.

F. NOEL-PATON, Esq., SECRETARY of the CHAMBER of COMMERCE Bombay.

DEAR SIR,—I have the honor to submit to the Chamber of Commerce precise informations concerning the new Railroad from Djibouti to Addis-Ababa, Abyssinia.

The road is divided in two sections : first Djibouti to Harar : second Harar to Addis-Ababa. The first section has a length of 300 kilometres : the rails are placed on the ground until the 220th Kilometre and the Railroad is open to the traffic until the kil. 201, station of Addayab : from this point, a service of caravans is organized for transferring the goods until Harar, by Gueldeissa : a regular maritime service per steamer Binger secures the communications between Djibouti and the ports of Aden and Hodeidah.

The Company has determined a tariff from Aden to Harar : until lately the cost was of 28 rupees per charge, or 112 rupees per ton, (four charges of 250 kilos each making a ton) : lately the prices have been lowered, being now of 20 rupees per charge or 80 rupees per ton from Aden to Harar, less than the freight from Aden to Harar through Zeilah.

At the end of April the line will be extended to Mello (kil. 224,) and before the end of 1902, the first section of Djibouti to Harar will be entirely completed.

I enclose for your information a map of the railroad, as, when the line will be opened in full to the general traffic, the trade of Bombay will have an easy way of access to the the very centre of Abyssinia.

Kindly acknowledge the receipt of these lines.—Yours, &c.,

LE CONSUL DE FRANCE.

L. VOSSION.

BOMBAY CHAMBER OF COMMERCE, 2nd April 1902.

The CONSUL for FRANCE, Bombay.

DEAR SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce I beg to acknowledge the receipt of your letter of the 25th ultimo, and to thank you for the interesting information you have been good enough to communicate to the Chamber regarding the new Railway from Djibouti to Addis-Ababa, Abyssinia. I am also to express the thanks of the Committee for a copy of the map showing the railroad in question.—I am, &c.,

FREDERICK NOEL-PATON, Secretary.

APPENDIX K.

TELEGRAPHS, MARINE.

IMPERIAL CABLE COMMUNICATIONS.

BOTOLPH HOUSE, EASTCHEAP, LONDON, E.C., 28th May 1902.
The SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—At the Fourth Congress of Chambers of Commerce of the Empire, held in London in June, 1900, the following resolution on Imperial Telegraphic Communications was carried unanimously :—

"That this Congress desires to call special attention to the necessity of completing the All-British Pacific Cable, not only on commercial grounds, but in the interests of the Imperial security."

"That this Congress recommends that support should be given to the action which the Imperial Telegraph Committee of the House of Commons is taking with the view of placing the important matter of electrical communication between the United Kingdom, India, and the British Colonies and Dependencies on a footing commensurate with the present conditions of Inter-Imperial and Colonial relations."

"That copies of this resolution be addressed to the Prime Minister, the First Lord of the Treasury, the Chancellor of the Exchequer, the Secretary of State for India, the Secretary of State for the Colonies, the Postmaster-General, and the Governors of the self-governing Colonies, urging that every reasonable opportunity may be given in Parliament for discussion of the position of the Telegraph Companies in relation to the Government, with a view to an immediate and satisfactory solution being found for the very serious grievances under which the commercial and industrial communities of the Empire have been labouring for a long time past."

"That in view of the great object to be attained, this Congress is strongly of the opinion that it would be a wise policy to make full provision for ultimate State ownership in any arrangements hereafter made to lay cables, by private companies, between British possessions in any part of the globe."

"That this Congress recommends that the principle of State ownership be especially provided for in the cable proposed to be laid by a private company between South Africa and Australia."

"That this Congress urges upon Her Majesty's Government the importance of instituting a searching investigation by the Departmental Committee, promised by the Government, into both the shortcomings and the merits of a private system of cables, and consequently into the desirability or otherwise of adopting such a course or policy in the future as would lead to the ultimate expropriation of private cables, and the establishment of State-owned cables throughout the Empire, and to report thereon at the earliest opportunity such a report to be accessible to the public."

With reference to the first paragraph of the above resolution, you are doubtless fully cognizant of the good progress that is being made with the Pacific Cable, which has reached Fiji, and is expected to be completed by about the end of the present year.

As has already been reported to you, the resolution was forwarded to the Ministers and Colonial Governors mentioned in the third paragraph therein, and duly acknowledged. The Secretary of State for India promised that the suggestions should receive consideration, in so far as India was concerned, on receipt of the recommendations of the Inter-Departmental Committee on Cable Communications which had been appointed by the Government and was then sitting; while the Lords Commissioners of His Majesty's Treasury stated that this Chamber's letter had been referred to that Committee.

I now write to call your attention to the fact that the Inter-Departmental Committee has issued its report, which is signed by Lord Balfour of Burleigh (Chairman); Lord Londonderry (Postmaster-General); Mr. Hanbury (President of the Board of Agriculture); Lord Hardwicke (Under Secretary of State for India); Lord Onslow (Under Secretary of State for the Colonies); Sir John C. Ardagh (Director of Military Intelligence); and Rear Admiral Custance (Director of Naval Intelligence) The principal recommendations and conclusions of the Committee are summarized as follows:—

(i). In view of the probability of cable-cutting, a variety of alternative routes should be provided wherever it is essential to secure telegraphic communication in time of war.

(ii). Appreciable but not paramount value should be attached to the provision of "all-British" routes. Every important colony or naval base should be connected with this country by one cable,

touching only on British territory or on the territory of some friendly neutral. After this there should be as many alternative cables as possible following commercial routes.

(iii). We recommend the construction of:—(*a*) A cable connecting either Rodriguez and Ceylon, Cocos-Leeling and Ceylon or Cocos-Leeling and Singapore. (*b*) A land line connecting the Straits Settlements and Burma. (*c*) An "all-British" cable to St. Lucia—to be commenced as soon as the state of cable enterprise in the West Indies permits.

(iv). While land-lines are cheaper to construct and maintain than submarine cables, it is in certain cases essential on strategic grounds that the former should not be permitted to drive the latter out of the field of competition.

(v). We are aware of no power of controlling cable companies possessed by the State besides the following:—(*a*) The power to make stipulations when granting a subsidy or guarantee. (*b*) The power to employ public funds in competing or encouraging competition with private enterprise. (*c*) The power to grant or withhold general facilities. (*d*) The power to grant or withhold Government messages and unrouted telegrams. (*e*) The power to grant or withhold landing rights.

(vi). The possible advantage of giving guarantees of *minimum* revenue in place of subsidies should be considered.

(vii). No direct pecuniary return should be demanded for landing rights. The concessions should, however, be regarded as a check on any marked unreasonableness.

(viii). The normal policy of this country and its dependencies should be to encourage "free trade in cables." Exceptions should only be made to this rule on the ground of national, not of private, interests.

(ix). We recommend that the Cables (Landing Rights) Committee should be strengthened, and that its functions should be enlarged so as to include the consideration of all questions relating to cables, that it should be entitled "The Cables Committee," and that it should report direct to the Treasury, the Board of Trade being relieved of its present responsibilities with regard to cables.

(x). We are strongly opposed to the general purchase of cables by the State.

(xi). We are not prepared to say that any of the existing rates are excessive, with the exception of those to the Gold Coast and Nigeria. We recommend that an attempt should be made to reduce these in connection with the renewal of the Eastern Telegraph Companies' landing rights at Porthcurno in 1903.

(xii). We would welcome the introduction of "deferred" rates in any case where (*a*) the time required for postal communication is considerable, and (*b*) the cables are not fully occupied with ordinary messages, but (*c*) are sufficiently occupied to admit of a real distinction between ordinary and deferred messages.

It will thus be seen that the Committee has pronounced emphatically against the general purchase of cables by the State; indeed, it is urged that "the normal policy of this country and its dependencies should be to encourage 'free trade in cables,'" exception to this rule only to be made on the ground of national, not of private, interests. In view of this pronouncement, it appears that, in the future as in the past, private enterprise will be left to further develop the cable systems of the Empire on commercial lines, but aided by the State under certain circumstances (such as for stratgetic reasons), preferably by means of guarantees of *minimum* revenue in place of subsidies, with sufficient State control necessary in the public interest and to correct any marked unreasonableness on the part of the companies. With regard to the question of an all-British cable the Committee point out the value of such a cable in time of war, on the assumption that cables will not be cut by belligerents, but it is thought that our strategic arrangements must be made on the assumption that a considerable proportion of cables will be cut. The Committee "thus arrive at two principles leading to diametrically opposite conclusions. The more probable it is that cables will not be cut, the greater the value of an all-British cable. The more probable it is that they can be cut, the greater value of a cable touching on foreign territory." In view of these conflicting considerations the Committee have not found it easy to formulate a general rule, but the report goes on to say that "we think, however, that appreciable but not paramount value must be attached to all-British routes; and we regard it as desirable that every important colony or naval base should possess one cable to this country which touches only on British territory or on the territory of some friendly neutral. We think that, after this, there should be as many alternative cables as possible, but that these should be allowed to follow the normal routes suggested by commercial considerations."

A long list of cable lines that have been suggested to the Committee is enumerated in the report, and "there is something to be said for the construction of any or all of these lines," but, the report says, "we do not think that in the majority of cases the advantage is such as to justify the State either in constructing them itself or in aiding their construction from public funds." Exceptions are made, however, in favour of the three cables mentioned in paragraph (iii) of the summarized recommendations of the Committee (quoted above), on purely strategic grounds.

As to rates the Committee "are not prepared to say that any of the existing rates are excessive, with the exception of those to the Gold Coast and Nigeria," and they recommend that an attempt should be made to reduce these in connection with the renewal of the Eastern Telegraph Companies' landing rights in Cornwall next year. The report also states that "we would welcome the introduction of "deferred rates" in certain specified cases."

I shou'd be glad to receive any expression of opinion which your Chamber may think it desirable to make upon these conclusions, and whether you think any such opinion should be expressed in the form of a further resolution to be brought forward at the next Congress.—Yours, &c.,

KENRIC B. MURRAY, Secretary.

BOMBAY CHAMBER OF COMMERCE, 8th August 1902.

KENRIC B. MURRAY, Esq., SECRETARY, LONDON CHAMBER of COMMERCE.

DEAR SIR,—I am directed by the Committee of the Bombay Chamber of Commerce to thank you for your interesting letter of the 28th May upon the subject of Imperial Cable Communications. In the face of the pronouncements made by the Inter-Departmental Committee upon Cable Communications and the exceptional opportunities enjoyed by the members of that body for forming a just opinion upon the issues, my Committee are disposed to consider the conclusions arrived at as in the main sound, and they feel a certain diffidence in controverting such of those conclusions as might, without the authority that sanctions them, have appeared upon to question.

2. On the general questions of Cable Communications and the necessity for activity in pressing the claims of trade as against those of the Cable Companies, my Committee have repeatedly made representations to Government. But on two special subjects mentioned in the Report, namely, deferred rates and All-British Cables, no very strong opinion appears to exist among the members of this Chamber.

3. Regarding deferred rates the Committee have, however, no hesitation in saying that a deferred rate of half the present ordinary charge per word would be largely used in the Piece-goods and some other trades if there were some absolute assurance of delivery within, say, 36 hours of despatch.

4. The policy involved in the establishment of All-British Cables is one inseparable from strategical and political issues. Of the former my Committee do not consider themselves competent to treat. With the latter it is not strictly within their province to concern themselves. But they incline to the view that the most potent strategical factor for the protection of commerce would be the establishment of a more intimate union between the various parts of the Empire, and that anything that tends to establish a community of interest and sentiment between Britain and her Dependencies strengthens their power for mutual defence, and affords security to trade. In this connection they desire to refer to the reply given by the Chancellor of the Exchequer to Mr. Henniker Heaton in Parliament on the 10th May 1901 on the subject of the loss on Inland Telegrams in Britain. "I think," he said, 'the reason for this "loss is that the public and their representatives in this House "have preferred to get a return on the capital in the form of "facilities for telegraphic communication rather than in the "form of revenue." Since the principle of State aid to communications is thus sanctioned in respect of the British Isles themselves, the expediency of extending its operation to all the members of an Empire so dependent as Britain is upon communications appears to my Committee to be worthy of much more serious consideration than it has hitherto received. But State

aid cannot well be accorded through the intermediary of telegraph systems owned wholly or in part by Companies or Powers not immediately interested in the aims they had in view. For this reason my Committee instruct me to express in general terms their approval of the principle of All-British Cables. I am to add that while the steady progress being made in wireless telegraphy and the unequivocal pronouncement of the Inter-Departmental Committee create a doubt as to the wisdom of any great national expenditure on Cables at the present juncture, the principle of All-British Communications, working on liberal terms, for the general health of the Empire, is one that ought to be pressed in the interests of trade and without regard to the nature of the particular mechanism to be ultimately employed.—Yours, &c.

FREDERICK NOEL-PATON, Secretary.

No. 5013 T.

SIMLA, 3rd September 1902.

From the DIRECTOR GENERAL of TELEGRAPHS, to the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—I have the honour to acknowledge with thanks the receipt of a copy of your letter, dated the 8th August 1902, addressed to the London Chamber of Commerce on the subject of Imperial Cable Communications forwarded with your letter of the 8th idem.—I have, &c.,

FRED. MACLEAN, Director General of Telegraphs.

DOWNING STREET, 1st September 1902.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—I am directed by Mr. Secretary Chamberlain to acknowledge with thanks the receipt of your letter of the 8th ultimo, enclosing a copy of a letter addressed by the Committee of the Bombay Chamber of Commerce to the London Chamber of Commerce on the subject of Imperial Cable Communications.—I am, &c.,

FRED. GRAHAM.

APPENDIX L.

TELEGRAPHS.

OFFICIAL CODE VOCABULARY.

BOMBAY CHAMBER OF COMMERCE, 1st May 1902.

THE DIRECTOR-GENERAL of TELEGRAPHS, Calcutta.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce I have the honour to bring to your notice the sense of certain representations that have been made to this Chamber regarding defects found to exist in such portions of the "New Official Vocabulary" (to be published in accordance with the Resolution of the International Telegraph Conference held at Budapest in July 1896) as have been issued with the prospectus of that work. In doing so, I am to say that examination of those portions confirms the objections in question and bears out the criticisms which this Chamber has had the honour to submit from time to time in this connection. The attitude consistently maintained by this Chamber in the matter has been one of unqualified opposition. If there were any guarantee that the Vocabulary would include all words admissable under Service Regulation VIII or that the accidental omission from the Vocabulary of any word so admissible would not exclude such word from use, the compilation would be regarded by my Committee simply as a work of reference for the use of Telegraph offices and they would not consider if necessary to form any opinion as to its merits for that single purpose. Seeing that there is no such guarantee and that the labour expended on the work obviously tends to its ultimate compulsory adoption, all representatives of commerce are forced to consider the serious waste and inconvenience that will almost certainly result from the partial or total disqualification of existing codes through the accident of some of their words being omitted. The adoption of that work may diminish the work and responsibility in telegraph offices, but, so far as it may affect commerce at all, it can do so only in an injurious sense, through the reduction of that facility of communication which it is the proper province of telegraph administrations to increase.

2. Paragraph 4 of the Notice of the 24th February, issued by the Director of the Traffic Branch of your Department says "The New "Official Vocabulary includes the words of the first edition, and in addi- "tion to them the words contained in codes and private Vocabularies of "those publishers and merchants who forwarded them as requested to "the International office of the Telegraph Administrations at Berne for "the purpose of having their words inserted in this edition." Seeing that all codes and private Vocabularies are necessarily composed of words admissible under Service Regulation VIII the statement quoted implies that words so admissible will not *ipso facto* be available in the future. As a matter of fact a single scrutiny of the first four-and-a-half columns of page 791 of the new Vocabulary shows the omission of no less than 41 words from the English language alone, any one of which may be found in a number of codes at present in use. The fact that a certain inflection of a word is archaic is evidently no bar to its inclusion in the Vocabulary, and this being so, it ought, in the opinion of the Committee, to be quite easy for the compilers to decide what inflections of all the known words in each recognised language are to be admissible, subject to the limit of ten characters. Such a provision would render unnecessary the transcription and submission by large numbers of Mercantile houses of codes in many of which the same words recur. And as a matter of fact although the Government Notice of the 24th February last speaks of publishers and merchants as having been requested to send in their codes for inclusion the Committee is informed that some of the leading firms here who habitually send long messages in preconcerted language have no knowledge of any such request.

3. I am therefore to beg that these considerations be laid before His Imperial Majesty's Delegate for India for discussion at the International Telegraph Conference to be held in London in the spring of 1903, and to express the hope that he may be instructed to use his best endeavours to prevent any ordinance making the adoption of the Vocabulary compulsory. Should this be impossible, an effort should be made to secure a delay of at least two years before such ordinance should come into force in order that the injury to general trade may be minimised.

4. The Committee further desires to take this opportunity of bringing to the notice of Government the fact that great inconvenience and loss result from the lack of uniformity in telegraph forms. The procedure fixed by Service Regulation XXXVII, para 3, is that the address should precede the text, the latter being followed by the signature. The forms

of the English and Continental telegraph offices are printed accordingly. But in the Indian forms for foreign telegrams the sender's name which, for all practical purposes, is equivalent to the signature, precedes the text. The sender's name although written in India before the text, is consequently inscribed at the end of the message when delivered at the other end. On despatch the sender's name (counting the address and destination as two words) is the third word of the telegram, on arrival it is the last word. Hence confusion arrises in referring to the numerical order of the words. It is a matter of indifference to merchants whether the Sender's name precedes or follows the text ; but it is most desirable that no lack of uniformity in the forms used by various administrations should necessitate the transposition of the words of a message from the order in which they are despatched.—I have, &c.,

WILLIAM GREAVES, Chairman.

No. 4727 T.

SIMLA, 19th July 1902.

From the DIRECTOR-GENERAL of TELEGRAPHS, to the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—I have the honour to acknowledge the receipt of your letter dated the 1st of May 1902, representing certain defects which are considered to exist in the New Official Vocabulary published by the Bureau International des Administrations Telegraphiques and asking that they be laid before His Imperial Majesty's Delegate for India for discussion at the International Conference to be held in 1903, with the object of preventing any ordinance making the adoption of the Vocabulary compulsory. In reply I have to inform you that your representations will be laid before the Government of India whose orders thereon will be communicated to the Delegate who will represent India at the Conference, in the meantime the subject of paragraphs 1 and 2 of your letter will be forwarded to the Bureau International for favourable consideration.

2. I would remark with reference to the last sentence of paragraph 2 that a Copy of Circular No. 461, dated the 1st of September 1896, issued by the Bureau International was sent to all Chambers of Commerce under cover of this office letter No. 5282 T, dated the 25th of September 1896 recommending compliance with the request contained therein. In these circumstances it does not appear that this Department is responsible for

any omission which may have occurred in communicating the information to the firms concerned. I would recommend that all firms be now invited to take advantage of the above quoted Circular to enable the Bureau International to include such words of their Codes which do not appear in the Vocabulary in the appendices which are now being issued in connection therewith.

3. With regard to paragraph 4 the revision of our Foreign Telegram forms as suggested is under consideration and it is anticipated that there will be no difficulty in meeting the wishes of the Chamber of Commerce in this respect.—I have, &c.,

FRED. MACLEAN, Director-General of Telegraphs.

GOVERNMENT TELEGRAPH DEPARTMENT,
CALCUTTA, 24th February 1902.

NOTICE.

PUBLICATION OF THE NEW OFFICIAL VOCABULARY.

At the International Telegraph Conference held at Paris in 1890, it was resolved that the International office of the Telegraph Administrations at Berne should prepare an Official Vocabulary or Book of Code words admissible in telegrams composed, partly or wholly, of *preconcerted* language, that it to say, of words which, while presenting in the case of each an intrinsic sense, do not form phrases intelligible to the Administrations engaged in their transmission.

2. The first edition of this Vocabulary was published in 1895, but its compilation, in which an attempt was made, in the selection of words, to secure telegraphic, caligraphic, orthographic and phonetic accuracy, failed to satisfy the requirements of "phrase code" users, and met with much opposition from the leading Chambers of Commerce and other commercial bodies throughout the world. The Conference, held at Budapest in July 1896, therefore decided that a second edition should be prepared.

3. The second edition, or, as it is styled, the "New Official Vocabulary," differs from the first in this, that it is a mere *list of words*, absolutely free from the dispositions and arrangements which might give it the character of a Code. About 1,300,000 words of the eight languages (English, German, French, Italian, Dutch, Spanish, Portuguese and Latin) authorised for telegraphic correspondence in preconcerted

language appear in the new edition, *without being numbered, in alphabetical order, and admitted without consideration as to their orthographic resemblance or their telegraphic and phonetic similarity.* To publishers and merchants who will have to prepare their own Codes, as in the past, with whatever precautions they consider necessary to secure the correct transmission of their telegrams, this large number of words will afford the means for a selection which should suffice to provide for all necessary safeguards and to meet all possible requirements.

4. The New official Vocabulary includes the words of the first edition, and in addition to them the words contained in the codes and private vocabularies of *those publishers and merchants who forwarded them*, as requested, to the International office of the Telegraph Administrations at Berne for the purpose of having their words inserted in this edition.

5. It was resolved at the Conference held at Budapest in 1896, that from a date to be fixed by a later Conference, all the words used in private telegrams worded in preconcerted language must be taken from the Official Vocabulary. Even if its use is not made compulsory the "New Official Vocabulary" has this advantage that no Telegraph office can take exception to any Code telegram composed entirely of words taken from it. Its employment in India is therefore recommended. It is divided into four volumes, A to D, E to L, M to R, and S to Z, the price of which in India has been fixed as low as possible, *viz.*, R 10 each.

6. An appendix has also been published containing words which have been omitted from the above volumes. This appendix will be supplied *gratis* to purchasers of the whole four volumes.

7. Intending purchasers are requested to apply to the *Superintendent, Check Office, Government Telegraph Department, Calcutta.* The books will, as a rule, be despatched by value-payable post, but in large presidency towns delivery will be effected by the Central Telegraph Office.

M. J. BRIND, Director, Traffic Branch.

BOMBAY, CHAMBER of COMMERCE, 1st August 1902.

OFFICIAL CODE VOCABULARY.

The Members of the BOMBAY CHAMBER of COMMERCE.

GENTLEMEN,—On the 1st September 1896 the *International Bureau of Telegraph Administrations at Berne* issued through the various Governments a circular on the above subject which

concluded with a request that persons interested in the use or compilation of any particular codes should at once forward gratuitously to the said Administration copies of such codes in order that the words therein contained should be included in the new Vocabulary. The Committee of this Chamber has recently renewed its consistent objection to the proposal to exclude from use any code words not included in the Vocabulary; and the Bengal Chamber has adopted the same attitude. It is hoped that the British Representative at the next International Telegraph Conference may be instructed by Government to support this objection, and may succeed in making it good. But the issue is uncertain; and it appears that the circular of 1st September 1896 has been overlooked by many mercantile houses with the result that some of the codes used by them may possibly be rendered more or less useless by the exclusion from the official Vocabulary of words appearing in those codes. I am threfore instructed by the Committee to remind Members of the circular in question and to add that the names of codes used by members should be communicated to this office for transmission to the Director-General of Telegraphs.—I am, &c.,

FREDERICK NOEL-PATON, Secretary.

BOMBAY CHAMBER OF COMMERCE, 23rd October 1902.

The DIRECTOR-GENERAL of TELEGRAPHS, Simla.

NEW OFFICIAL VOCABULARY.

SIR,—Referring to correspondence ending with your letter No. 4727 T, dated 19th July 1902, I have now the honour, by direction of the Committee of the Bombay Chamber of Commerce, to forward herewith for the favour of transmission to the International Bureau of Telegraph Administration at Berne, a list of the Telegraph Codes used by members of the Chamber from whom replies have so far being received. I will communicate with you again should further lists come to hand.—I have, &c.,

FREDERICK NOEL-PATON, Secretary.

No. 5330 T.

SIMLA, October 1902.

From the DIRECTOR-GENERAL of TELEGRAPHS, to the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—In continuation of this office No. 4727 T, dated the 19th of July 1902, I have the honour to forward a copy of letter No. 2103, dated the 12th of August 1902, from the Director of the International Telegraph office at Berne.—I have, &c.,

FRED. MACLEAN, Director-General of Telegraphs.

TRANSLATION OF A LETTER FROM THE DIRECTOR GENERAL OF THE INTERNATIOANL BEREAU OF TELEGRAPH ADMINISTRATIONS AT BERNE DEALING WITH THE CHAMBER'S LAST REPRESENTATION ON THE SUBJECT OF THE INTERNATIONAL CODE VOCABULARY.

BERNE, 12th August, 1902.

We have the honour to acknowledge the receipt of your letter No. 4762 of the 23rd July last by which you have been pleased to communicate to us two passages of a letter from the Bombay Chamber of Commerce giving the sense of certain representations made to it by proprietors of codes in India about the imperfections of the new official Vocabulary.

In the first place, that body apparently wishes to contest the expediency of the introduction of the new Official Vocabulary, in expressing the opinion that if that document may be of some use to telegraphic offices, the compulsory use of its words cannot but be very prejudicial to the interests of the commercial community on which it would impose a restriction of those facilities of communication which it is the duty of the telegraphic administrations to augment to the utmost.

It does not lie in the province of the Bureau International to go back upon the question of this opportuneness, which has been decided by the Conferences of Paris and Budapest, which conferences have commissioned the International Bureau with the elaboration of the first and second editions of the Vocabulary. So far as concerns this latter office, the enquiry which it conducted, at the time of compiling the second edition, regarding the conformity of private-code words with the terms of Article VIII of the International Service Regulations, convinced it that

it is desirable that there should be an official basis for the choice of the words to be employed in correspondence in conventional language. The final Report of the International Bureau upon the elaboration of the new Vocabulary, which was sent on the 25th July 1901 to all Administrations, for transmission, if they considered that course advisable, to Chambers and commercial houses and Editors of Codes, might have sufficiently informed all interested persons on this point.

The second objection raised by the Indian merchants is that many of them did not know of the invitation given by the International Bureau that they should send in all existing private Codes to secure the insertion of their words in the new Official Vocabulary.

The International Bureau as well as the administrations took care to give to that invitation the utmost possible publicity, and it was with that view that they sent it to the Chambers of Commerce—these being the parties most interested in circulating it among the commercial communities whose interests they represent and protect.

As for the omissions that may have occurred in the new official Vocabulary, in consequence of the fact that through want of information many business houses in India have not sent in their codes for insertion, these omissions will probably not be so numerous as the letter of the Bombay Chamber of Commerce might lead one to suppose, considering that all the codes and vocabularies of the most famous code-makers and publishers from which merchants have almost exclusively derived their words, are included in the new vocabulary. On the other hand the number of English words eliminated has been extremely small, and they belonged exclusively to codes and vocabularies issued by continental publishers or established by continental merchants. In particular, no English expression of an archaic character has been suppressed.

A comparison of the first five columns of page 791 of the new vocabulary with the corresponding part of the "*Encyclopædic Dictionary*" and of the "*Standard Dictionary of the English Language (New York)*" has shown us that only ten words of these works are omitted from our official publication, and these for the reason that they did not appear in any of the English codes that had been sent us for insertion in our vocabulary (among others Whitelaw, Ager, MacCutcheon, etc.)

The modification to be made by the proprietors of codes not inserted in the new vocabulary in order to bring their codes into conformity with our vocabulary should not present very great difficulties ; and it will

moreover, lie with the next Conference to decide whether there will be occasion to publish a supplement to the vocabulary, either final or periodical.

BOMBAY CHAMBER OF COMMERCE, 5th November 1902.

The DIRECTOR-GENERAL of TELEGRAPHS, Simla.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce, I have the honour to acknowledge the receipt of your letter No. 5330 T, dated (blank) October, enclosing a copy of a communication in which the Director-General of the International Bureau of Telegraphic Administrations at Berne deals with some of the points raised by my Committee in their letter to you dated 1st May 1902. It appears to my Committee that the purport of that letter of the 1st May, has, in some respects, been misunderstood by the Officials at Berne. Indeed, the fact of your having referred the letter to those Officials creates a certain doubt as to whether it had sufficiently explained itself to you.

2. The Committee fully realised that no representations as to the expediency or otherwise of compiling such a vocabulary as is in contemplation could fittingly be made to an office which has been charged only with the carrying out of a scheme already adopted by the Conferences at Paris and Budapest. They, therefore, had not asked that such representations should be made to the Berne Office, but that they "should be laid "before His Imperial Majesty's Delegate for India for discussion "at the International Telegraph Conference to be held in "London in the Spring of 1903."

3. Similarly, the Committee had no intention of criticising or commenting upon the measures taken by the International Bureau to make known their request that all users of codes should send in copies of these codes for inclusion in the vocabulary. Their purpose was to make known to you, and through you to the British Delegate for India, the secondary fact that the said request was in fact unknown to many considerable

users of codes, and that this circumstance constituted a strong reason against any precipitate adoption of a vocabulary thereby definitely disqualified for the purpose had in view.

4. But the chief point of the Chamber's letter—that relating to the omission from the vocabulary of words permitted by Service Regulation VIII was one which it was strictly within the province of the Bureau International to weigh. Paragraph 2 of the Chamber's letter quoted the official statement that the new edition would comprise "the words of the first edition, and in addition to them the words contained in codes and private vocabularies forwarded to the International Office of Telegraphic Administrations at Berne for the purpose of having their words included in this edition." The letter then proceeded:—"Seeing that all codes and private vocabularies "are necessarily composed of words admissible under Service "Regulation VIII, the statement quoted implies that words "so admissible will not *ipso facto* be available in the future. "As a matter of fact a single scrutiny of the first four-and-a-"half columns of page 791 of the new vocabulary shows the "omission of no less than 41 words from the English language "alone, any one of which may be found in a number of codes "at present in use. The fact that a certain inflection of a "word is archaic is evidently no bar to its inclusion in the "vocabulary; and, this being so, it ought, in the opinion "of the Committee, to be quite easy for the compilers to decide "what inflections of all the known words in each recognised "language are to be admissible, subject to the limit of ten "characters." It should be borne in mind that at present all grammatical inflections are admissible irrespective of whether they are strictly idiomatic or familiar. The fact that archaism of form is no bar to a word's inclusion in the vocabulary was pointed out by the Chamber and is now re-affirmed by the Bureau International, apparently under some misapprehension of the Chamber's meaning. That office says that no archaisms have been "suppressed," but it is sufficient that they have, in fact, been omitted. But if archaisms are admitted in spite of

unfamiliarity, there is no logical reason why any grammatical inflection should be excluded, because it is not in common use. If this principle be admitted, as my Committee think it must be, and if the first five columns of page 791, alluded to, be tested in accordance with that principle, it is found that not ten words only, as stated by the Bureau International, but 41 words permissible as inflections having not more than ten characters, are omitted. I append for your information a list of these 41 words. The Bureau International has elected to compare the page in question with the corresponding part of the "*Encyclopædic Dictionary*" and of the "*Standard Dictionary of the English Language.*" But my Committee say that it has never been laid down that only words found in these Dictionaries would be admissible. Nor could such a provision have been entertained, seeing that neither of those dictionaries does professedly or in fact exhibit all archaic words (expressly recognised by the Bureau International nor the many inflections of which each word is capable. The preparation of a vocabulary containing every inflection of every known word (subject to the limit of ten characters) may be a matter of some time and may involve some labour; but a great deal more time and labour has been expended by merchants all over the world in the preparation of their manifold codes; and my Committee believe that you will recognise the justice of their opposition to all proposals tending to the adoption for universal use of a vocabulary which does not include all words admissible on the lines of some logical principle. The suggestion that the next Conference might possibly resolve to issue a supplementary list or lists of words not at first admitted does not reassure my Committee, seeing that a number of codes constructed at great expense in conformity with the present reasonable stipulations would in the interim be to a greater or less extent rendered unserviceable. The contention of the Bureau International that "the omissions will probably not be so numerous as the letter of the Bombay Chamber of Commerce might lead one to suppose" is not sufficient. The Bureau ought to be able to give a definite assurance that no word conforming to the simple principles set

forth above will be excluded, and that no word that has once been included whether by inadvertence or otherwise, will, thereafter, be eliminated. It is of the utmost importance that the vocabulary if published should be final and that it should not be published before a measure of perfection justifying finality has been attained.

5. The Committee, therefore, direct me again to beg that their representations may be accorded the support of the Government of India and that the Delegate of that Government to the London Conference may be instructed accordingly.—I have, &c.,

FREDERICK NOEL-PATON, Secretary.

List of English words (omitted from Vocabulary) referred to in para. 4 of Chamber's letter to The Director-General of Telegraphs, dated 5th November 1902.

Disattires.
Disavowals.
Disavoweth.
Disbandest.
Disbandeth.
Disbarketh.
Disbars.
Disbased.
Disbases.
Disbasest.
Disbaseth.
Disbasing.
Disbenches.
Disbend.
Disbendest.
Disbendeth.
Disbending.
Disbends.
Disbindest.
Disbindeth.
Disbinding.
Disbinds.
Disblamed.
Disblames.
Disblamest.
Disblameth.
Disbodies.
Disbody.
Disbound.
Disbuddest.
Disbuddeth.
Disburses.
Disbursest.
Discampest.
Discampeth.
Discamping.
Discamps.
Discanded.
Discandies.
Discants.
Discardest.

FREDERICK NOEL-PATON, Secretary.

APPENDIX M.

BOMBAY CUSTOM HOUSE.

NEW DOCK ESTABLISHMENT.

PROPOSED SITE.

BOMBAY PORT TRUST,
BOMBAY, 20th May 1902.

To the SECRETARY, CHAMBER of COMMERCE.

SIR,—With reference to this Office letter No. 2083, dated 24th April 1902, I am directed to forward copies of the previous correspondence relating to the subject of a Branch Customs Office at the Docks, together with a letter No. 2504, dated 15th May 1902, received from the Commissioner of Customs selecting a site on the Mody Bay, South of the Mossufer Khana.

The Board have decided that the Commissioner should be informed that the approval of Government will be awaited to the site, and in the meantime copies of the correspondence should be forwarded to the Chamber of Commerce in case they wish to make any representation from the point of view of the convenience of the Merchants interested.—I have, &c.,

H. E. HART, Secretary.

No. $\frac{2082}{24\text{-}4\text{-}02.}$

BOMBAY PORT TRUST.

To the COLLECTOR of CUSTOMS and OPIUM.

SIR,—Referring to your Memo. No. C/4470, dated 27th March 1902, I am directed to state that owing to the development of the Port Trust Railway scheme and the necessity for making ample provision for sidings in connection therewith leading to the several dock berths it is now found that it will be necessary to lay two lines of rails traversing the centre of the site of Warehouse No. 1 which had been chosen for the site of the proposed Branch Custom House.

Unless, therefore, the designs for the Custom House can be modified so as to allow of the Railway lines passing underneath it—it will be necessary to select some other site.

The site of No. 2 Warehouse immediately adjoining at once suggests itself, but in-as-much as its appropriation to the purpose would deprive the Dock of a considerable area of Warehouse accommodation which is already less than sufficient for present requirements it is hoped that alternative proposals will, in the first instance, be very carefully considered.

In this connection regard has to be paid to the requirements for Dock extension. It appears almost certain that such extension will have to be undertaken shortly and it is desirable that the Custom House should be located so as to serve the convenience of all three Docks. The new dock will of necessity be made at Mody Bay and I am to suggest that a site near the South-West corner of the Victoria Dock would be suitable for the Custom House and would at the same time be so much nearer the places of business in the Fort.

But it will be difficult if not impossible to provide a site in this locality East of the Manson Road and I am to suggest in these circumstances that you should consider whether it would not be feasible to arrange to have a separate places in each dock for appraising work and locate the Custom House proper outside the Dock limits that is West of the Manson road.

In making these suggestions for your consideration I am further to invite your attention to my letter No. 3526, dated 18th July 1901, to the address of the Commissioner of Customs and to suggest that the designs of the new Branch Customs Office should include provision for the accommodation of a Cash Branch to receive payments for Imperial duty at the Docks and to give numbers to import documents.—I have, &c.,

H. E. HART, Secretary.

BOMBAY. CUSTOM HOUSE, 6th May 1902.

From E. GRAY, ESQ., I. C. S., COLLECTOR of LAND REVENUE, CUSTOMS and OPIUM, Bombay, to the SECRETARY, BOMBAY PORT TRUST, Bombay.

Sir,—I have the honour to reply to your letter No. 2082, dated 24th April 1902.

2. It appears that the site of the present Prince's Dock Custom House is not now likely to be available for the construction of a new Cus-

tom House for which Government have promised to provide funds during this year. I disapprove of the idea of building a Custom House on designs allowing for the passage of Railway Lines underneath it. This being so a new site has to be chosen and the designing of new plans must depend upon the site chosen.

3. I have been in personal communication with the Chairman on the subject and I understand that a site is available immediately to the south of the present Dock Office. This site is at present vacant, except for a small Post Office building, which could probably be removed elsewhere. Should this site be allotted by the Port Trust for the construction of a new Custom House, it would, I think be an extremely satisfactory selection under the present conditions of Customs arrangments. It would be immediately adjoining the Port Trust Dock Office, which would be an undoubted benefit to the Customs, the Port Trust and the merchants who have to deal with both these Departments over their importations.

4. But, as you point out in your letter under reply, there is a strong probability amounting almost to a certainty, that the necessity for Dock extension will take shape in the construction within the next few years of a new Dock on the Mody Bay Estate, immediately to the south of the Carnac Basin.

5. In view of this very strong probability, it is a question whether the new Custom House, a building which is estimated to cost nearly two lakhs of rupees should not be built in the immediate proximity of the new Dock whither the bulk of the trade will undoubtedly tend. I have in company with the Chairman and the Commissioner of Customs inspected the locality and understand that a site might be allotted at the west end of the plot of land now bounded by Bori Street on the north, Uran Street on the south, and the Frere Road on the west. Assuming the ultimate construction of the new Dock this site would seem to embrace many advantages. It would be very much closer than the present Princes Dock Custom House is to the Town Custom House and would reduce *pro tanto* the inconvenience now felt by merchants who have to take papers from the one building to the other, and as the Port Trust would in all probability have to erect a new Dock Office to serve the convenience of the new Dock, the new Custom House and the new Dock Office might again be situated in close proximity to each other.

6. On the other hand the new Dock, however certain an eventulity, cannot, I apprehend, be completed till at the earliest some ten years more

have passed whereas Government are in a position to offer us the money for a new Custom House at once and the construction of this building might reasonably be completed in two years. Were it then built at the Mody Bay site, it would for the remaining years to run until the new Dock is completed be away from the present shipping berths, wharves and warehouses, and goods would have to be transported nearly a mile to be examined, appraised and cleared.

7. There appear then to be two alternatives :—

(*i*) To avail ourselves of the money which Government offer us at the present time by building a new Custom House on the south of and immediately adjoining the present Dock Office at Prince's Dock, which site we may for convenience call site A. The new House would take some two years to build, and under existing circumstances and conditions would be most satisfactory and convenient. But should it, on the completion of a New Dock some 10 years hence, be found expedient or necessary to have a Custom House in the neighbourhood of the then centre of shipping industry, the Custom House now built on site A would have to be abandoned and disposed of. There would probably be little difficulty in disposing of it inasmuch as the Port Trust would persumably be glad to take over a good building within their dock limits.

(*ii*) To begin building with the money, Government now offer a new Custom House nearly a mile down the Frere Road to the south in the site described above in para. 5, which we may call site B, where it would have to carry on its work under certain difficulties and inconveniences as indicated above until such time as the New Dock should be completed, when it will become included in the limits of the Dock boundaries as then extended and be in a central and commanding trade situation.

8. Under any circumstances, inasmuch as the site for which the existing plans were prepared is no longer available, a new site will have to be selected. A new site will involve new plans to suit it, and indeed new plans would have been required under any circumstances, as the existing plans were prepared some years ago, and work and establishment have grown in the interval. To such a change of site and plans the sanction of Government will have to be obtained. I would request you, therefore, to obtain from the Board of Trustees a definite offer to me of one of these two sites above described or of any other which

they consider feasible at as early a date as possible in order that the necessary steps may be taken towards a commencement of the work.—I have, &c.,

E. GRAY, Collector of Customs and Opium, Bombay.

BOMBAY PORT TRUST, BOMBAY, 13th May 1902.

To the COLLECTOR of LAND REVENUE, CUSTOMS and OPIUM, Bombay.

SIR,—I am directed to acknowledge the receipt of your letter No. c/6192, dated 6th May 1902, asking the Board for a definite offer of a site for the proposed Dock Branch Custom House.

2. The matter was considered at a meeting of the Docks Committee on the 8th instant, at which you were present and I am instructed to say with reference to site A, that although so far as regards Railway connections there is now no objection to this site its appropriation to building purposes would result in most serious inconvenience to the Dock as it is in constant occupation for the storage of cargo landed at Berth No. 2, Victoria Dock.

The open spaces within the dock available for this purpose are very few and it would not be possible to store this cargo elsewhere.

3. The selection of site B under the present conditions of Customs arrangements would, you explain, mean that goods would have to be transported nearly a mile to be examined, appraised and cleared. This renders the adoption of this site out of the question.

4. I am to say that the circumstances as they stand render it impossible for the Board to make a definite offer of any site under present conditions and I am to invite your consideration of the suggestion made in my previous letter that there should be separate places in each Dock for appraising work and that the Branch Custom House proper should be located outside Dock limits.

5. It has before been suggested that goods should be examined and appraised in each transit shed. Such a system would have much to recommend it, but the Board recognize that it might involve a disproportionate increase in the cost of the appraising establishment. The alternative of having one place in each dock for the business of examination and appraisement is not, however, open to the same objection. This proposal has, it is understood, the support of the Committee of the Cham-

ber of Commerce and coupled with arrangements to receive payments for duty at the Branch Customs House would, it is believed, meet with general approval. It would further greatly simplify the question of a site for the new Customs Office.

6. Referring to the question of dock extension the Committee of the Board are disposed now to think that while the project for a new dock south of the Carnac Basin should be held in view, it is probable that when the time comes a separate Branch Customs Office for such dock, as well probably as a separate dock office will be found necessary and it suggests itself as a practical course in the circumstances to deal now with the present necessities as it is felt that to isolate the Customs Office at Mody Bay would be attended with some inconvenience during the period which must necessarily elapse before the new dock is completed.—I have, &c.,

H. E. HART, Secretary.

BOMBAY, 15th May 1902.

FROM the HON'BLE MR. J. POLLEN, LL.D., I.C.S., COMMISSIONER of CUSTOMS, SALT, OPIUM and ABKARI, to the CHAIRMAN, PORT TRUST, Bombay.

SIR,—I have the honor to request that the Port Trust will kindly place at the disposal of Government the site south of the Musafirkhana now urgently required for New Customs Buildings.

2. I had the advantage of inspecting this site accompained by you and the Collector of Customs and I understood from you that the land could be made immediately available for our purposes without inconvenience of any kind to anyone.

3. I admit that there were difficulties in connection with the surrender by the Port Trust of the other two sites we inspected. But no difficulty of any kind from a Port Trust point of view exists in placing the site now asked for at the disposal of Government. Indeed I have finally fixed on this site with due consideration for the wishes of the Trust that the site selected should be nearer the places of public business in the Fort, and in view of the proposed development of the Docks.—This site is the best possible in the interests of the Trade of the Port and from a business point of view.

4. Of course there may be a break of a few years between the completion of the New Customs Buildings and the opening of the new Docks.

But during this interval it will be possible to make arrangements for the discharge of Customs business which will fully meet the convenience of all concerned.

5. The main point is that the site I now ask for should be handed over to the Executive Engineer, Presidency, with the least possible delay.

6. The matter is now one of considerable urgency and I request your kind services in placing the land at Mr. Kemball's disposal in anticipation of sanction.—I have, &c.,

J. POLLEN, Commissioner of Customs, Salt, Opium and Abkari.

BOMBAY CHAMBER OF COMMERCE, 6th May 1902.

The COLLECTOR of CUSTOMS and OPIUM, Bombay.

SIR,—The Committee of the Bombay Chamber of Commerce have been favoured by the Secretary of the Bombay Port Trust with a copy of a letter addressed to you under date 24th April 1902, on the subject of the proposed Branch Custom House in the vicinity of the Docks.

2. I am, under the instructions of the Committee, to express to you their entire concurrence in the recommendations made by the Port Trustees and their hope that you may see your way to bring about what would be a very desirable improvement in the conveniences of the port.

3. I am, however, to suggest for your consideration the necessity of stationing appraisers at each Dock and making arrangements for the payment of fees there instead of at the Fort Custom House.—I have, &c.,

FREDERICK NOEL-PATON, Secretary.

BOMBAY, 26th May 1902.

From the HONOURABLE Mr. J. POLLEN, LL.D., I. C. S., COMMISSIONER of CUSTOMS, SALT, OPIUM and ABKARI, to the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—I have the honour with reference to the general concurrence you have expressed in the opinion of the Port Trust on certain changes

proposed by the Docks Superintendent in the procedure of this Custom House to herewith forward a copy of a letter I have addressed to the Port Trust on the subject.

2. I have also the honour, in courtesy to your Chamber, to forward the accompanying extracts from a report by my Chief Account Officer called for in connection with this question.

3. I may point out that the main questions now revived were very fully considered by my Predecessors in direct consultation with your Chamber some ten years ago,—and the conclusions then arrived at were unfavourable to the changes proposed.—I have, &c.,

J. POLLEN, Commissioner of Customs, Salt, Opium and Abkari.

Extract from letter No. 4417, dated 16th August 1901, from the Chief Account Officer of Customs, Salt and Opium.

"I think the Superintendent's suggestions would involve more sweeping changes than the Port Trust has taken into account and changes which might possibly be objected to by the mercantile community more than by the Customs Department. I suppose that the first proposal would imply the removal of the "Import Department" to the Prince's Dock. But when an importer has "got number" and had his goods appraised, he cannot pay duty until he has had his bill examined and passed, which is the special work of the Import Inspecting Department. But if he has to come to the Town Custom House to get that done, he would probably prefer to pay duty there at the same time. Therefore, if any advantage is to accrue from import duty being received at the Prince's Dock, Import Inspecting Department must be transferred there too."

"The receipts must be incorporated in the accounts and the bills must be checked with the registers and cash book and signed by the Chief Account Officer and returned to the merchants. To send each day's collections to this Office early enough to be incorporated with the rest of the remittance would cause discontent, so they would have to be sent direct, on a separate "chalan" to the Bank, and an abstract forwarded at once to the Town Custom House to enable the Cash Book to be written up for the day. Early next morning the bills and registers would have to be sent to the Chief Account Officer for check and signature. Many petty inconveniences would follow and I am afraid that it would be very difficult to have the Cash Book punctually posted up. In short, I think it would sooner or later be found necessary to choose between transfer-

ring the Chief Account Office to the Prince's Dock and having two distinct account offices, with an Officer in charge of each. The former alternative is not likely to find favour with the public, in view of the fact that import duty constitutes a good deal less than half of the money received at this treasury."

"Even with respect to import duty I am very doubtful whether the mercantile community generally would prefer having the treasury transferred to the Prince's Dock. There are obvious advantages in having it as near as possible to one's place of business, especially when large amounts have to be paid in cash. Distance will seriously add to the delay and risk attendant on making these remittances. Of course this argument does not apply to merchants who keep permanent deposits in the Custom House and pay by cheques, but they, on the other hand, suffer no inconvenience or delay from the present system, because their goods are passed from the Dock before payment of duty."—True extracts.

A. G. GUPTE, for Personal Assistant to the Commissioner of Customs, Salt, Opium and Abkari.

No. 2620 of 1902.

BOMBAY, 26th May 1902.

From the HONOURABLE Mr. J. POLLEN, LL.D., I.C.S., Commissioner of Customs, Salt, Opium and Abkari, to the CHAIRMAN, PORT TRUST, Bombay.

SIR,—Referring to your Secretary's letter No. 3526 of the 18th June 1901, requesting me to give my favourable consideration to two changes proposed by the Docks Superintendent in the way Government work is carried on in this Custom House, I have the honour to state that I have asked the Collector to courteously inform your Board that I have carefully gone into the matter and find that the proposed changes would not effect the facilities desired. I further find that the proposed changes could not be carried out without a dislocation of public business out of all proportion to the advantages considered as likely to accrue to one part of the Trade of the Port.

2. I went personally into the question of inordinate delay and found that two hours not two days would ordinarily represent the delay unavoidably involved in the Customs Procedure regarding Payment of Imperial Duty, that is, if the Importers or their Mukadums were really in

earnest about getting their business through rapidly. Of course, at times, as your Board has itself experienced, great pressure of work arises and the establishment is very hard pressed indeed, but this occurs only at intervals.

I think something can be done to meet these sudden rushes of work by strengthening and duly distributing Establishments and the subject is now under my consideration.

3. While regretting that I cannot concur in the present proposals, I trust your Board will give me credit for as earnest a desire as they themselves display to afford all possible facilities to Trade and will believe, that I am prepared to do all in my power to assist in expediting clearances.

4. A comparison with the procedure adopted at Calcutta and elsewhere will, I think, convince you that the Bombay Custom House has gone further than any other in its constant efforts to prevent anything like obstruction to Trade.—I have, &c.,

J. POLLEN, Commissioner of Customs, Salt, Opium and Abkari.

No. 2411 OF 1902.

BOMBAY, 10th May 1902.

From the HON'BLE MR. J. POLLEN, LL.D., I C.S., Commissioner of Customs, Salt, Opium and Abkari, to the COLLECTOR of LAND REVENUE, CUSTOMS and OPIUM, Bombay.

SIR,—In continuation of this Office Memo No. 5144 of the 6th September 1901, regarding certain changes proposed by the Dock's Superintendent of the Bombay Port Trust in the way business is done by this Custom House, I have the honor to state that I have made careful enquiry and given the matter prolonged and patient consideration, and see no reason whatever for departing from the conclusions arrived at by my and your predecessor Sir James Campbell in 1891. He virtually found (and I agree with him) that the interest of the Trade and Public were to no appreciable extent adversely influenced or affected by the way the work is divided between the Fort and the Branch Custom Houses.

2. As you are aware I visit the Docks frequently both in the mornings and at all hours of the day. I talk to the Merchants and the Agents and the Officials, Port Trust Police and Customs, and I have

come to the definite conclusion that the delays which do undoubtedly arise at the Docks cannot possibly be justly attributed to the causes suggested by the acting Docks Superintendent. There are other causes at work unconnected with the Departments under my control which I consider it unnecessary to discuss here.

3. I have further satisfied myself that there is no universal wish for the transfer of business as suggested and it is well known that the trend of Trade is now more in the direction of the Fort than it was in 1891. The fact that the new Docks are to be constructed well to the South of the present Docks would of itself prove this, if any proof were needed.

4. The concession to Messrs. Shepherd and Company on which so much stress is laid was simply granted, because their place of business is close beside the Prince's Dock and not in the Fort at all. But the main places of business are, as heretofore, in, or in close vicinity to the Fort and Fort Custom House.

5. In the interest therefore of the Trade itself it is not desirable that the proposed changes should be made and these changes are least of all desirable at the present time when things are in such a state of transition with regard to Dock accommodation.

6. I think Mr. Aitken has very clearly set forth how the Trading Public would be inconvenienced were the Acting Dock's Superintendent's proposals accepted, and it is perfectly clear from the fact that Merchants do not to any large extent avail themselves of the " Permanent Deposit System " that there is an absence of any general desire for a change in our existing arrangements.

7. No doubt our existing Customs Establishment needs strengthening to meet the strain caused by sudden rushes of traffic, but this is altogether a different question and need not be discussed here.

8. In the interests of the Trade and Public the proposed changes are, I consider, uncalled for and undesirable and I therefore see no reason to adopt the suggestions of the " Dock's Superintendent," and I should

be obliged by your courteously informing the Port Trust and the Chamber of Commerce accordingly.—I have, &c.,

J. POLLEN, Commissioner of Customs, Salt, Opium and Abkari.

No. 6651 OF 1902.

BOMBAY CUSTOM HOUSE, 15th May 1902.

Copy forwarded with compliments to the Secretary, Chamber of Commerce for information with reference to his recent proposal for the transfer of certain Custom House business to the Docks.

E. GRAY, Collector of Customs and Opium.

No. 3564 OF 1902.

REVENUE DEPARTMENT.

BOMBAY CASTLE, [illegible]th May 1902.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—It is proposed to build the new Branch Custom House at Prince's Dock on a site south of the Musafirkhana close to Mody Bay. The site belongs to the Bombay Port Trust and it is understood that that body has before handing it over inquired of the Chamber of Commerce whether there is any objection to the proposed location of the building from the point of view of the convenience of the merchants interested. I am, accordingly, directed to request that any criticism which the Chamber of Commerce may have to offer may be forwarded as early as possible to Government in this Department. In view of the necessity of utilizing in the current financial year the funds now allotted for the construction of the building it will not be possible to postpone commencement of the work for many more days.—I have, &c.,

J. MEAD, Under Secretary to Government.

BOMBAY CHAMBER OF COMMERCE, 3rd June 1902.

The UNDER SECRETARY to GOVERNMENT of BOMBAY, in the Revenue Department, Bombay.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce, I have the honour to acknowledge

the receipt of your letter No. 3564, dated 27th May, on the subject of the proposal to proceed at once with the erection of a new Branch Custom House on a site south of the Musafirkhana close to Mody Bay.

2. I am to say that, some days before receipt of the said letter, the Committee had, with great surprise, learned from a source other than Government that it was proposed to engage in a work of such serious importance without any formal effort to ascertain whether the site selected was adopted to the requirements of trade. A Special Committee had at once been appointed and was on the point of addressing you when your letter was received. The conclusions of that Special Committee fully confirm the opinion at first entertained as to the unfitness of the site in question, which appears to them to combine the disadvantages of a Custom House remote from the Docks with those of a Custom House remote from the offices in Fort. My Committee feel therefore that the fact of Government's having allotted a sum of money for the construction of a Branch Custom House is not in itself a sufficient reason for the expenditure of that money in the manner proposed.

3. It is in the opinion of my Committee impossible in the short time allowed to treat adequately in writing the many questions that bear upon the project; and I am instructed to suggest respectfully that in order to procure an early settlement of those questions, His Excellency the Governor in Council may be pleased to depute a suitable official from the Secretariat to preside at a conference to consist of the Collector of Customs with representatives of the Bombay Port Trust and the Chamber of Commerce.

4. Meantime, I am to express to you the earnest hope of the Committee that sanction may not be prematurely given to a project which, so far as they are aware, is universally condemned by the business men best qualified to judge the matter from the commercial standpoint.—I have, &c.,

WILLIAM GREAVES, Chairman.
FREDERICK NOEL-PATON, Secretary.

No. 220 M OF 1902.

REVENUE DEPARTMENT.

MAHABLESHWAR, 9th June 1902.

From W. T. MORSION, ESQ., I. C. S., Ag. SECRETARY to the GOVERNMENT of BOMBAY, to the CHAIRMAN, CHAMBER of COMMERCE.

SIR,—In reply to your letter of the 3rd instant, I am directed to say that the Governor in Council accepts the suggestion that a conferance should be held to discuss the question of the site for Branch Custom House at the Docks. The conference will consist of the Secretary to Government in the Revenue Department, as President, the Collector of Customs, and one member of each of the following bodies—The Chamber of Commerce, The Port Trust, and the Native Mercantile Community.

2. I am to request that you will communicate, at an early date the name of your representative, and will also furnish a statement of the questions referred to in para. 3 of your letter under reply. The Governor in Council considers it very desirable that the difficulty about a site which has arisen at the last moment should be dealt with with the least possible delay, for, unless the building is commenced this year when funds are available, a further indefinite postponement is possible. It is hoped that the conference will find it possible to meet within the next fortnight.—I have,&c.,

W. T MORISON, Acting Secretary to Government.

BOMBAY CHAMBER OF COMMERCE, 12th June 1902.

The SECRETARY to GOVERNMENT, REVENUE DEPARTMENT, Bombay.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce, I have the honour to acknowledge the receipt of your letter No. 220, dated 9th instant, and beg you to convey to H. E. the Governor in Council the thanks of the Committee for his having acceded to their request that the question of the site for the proposed Branch Custom House at the Docks might be made the subject of a Conference.

2. The Committee have nominated the Chairman, the Hon'ble Mr. William Greaves, to represent them at the said Conference.

3. I am to say that the more important questions bearing upon the matter, which were referred to in paragraph 3 of this Chamber's letter of the 3rd instant, and in regard to which you make specific enquiry, are such as indicate the inexpediency of selecting a site apparently with a view to conditions that may or may not exist in the future, the proposed site being at so great a distance from not only the existing Docks but the Dock office.—I have, &c.,

WILLIAM GREAVES, Chairman.
FREDERICK NOEL-PATON, Secretary.

No. 4411 OF 1902.

REVENUE DEPARTMENT.
BOMBAY CASTLE, 30th June 1902

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—With reference to the correspondence ending with your letter, dated 12th instant, I am directed to state for the information of the Chamber, that after consideration of the report of the conference the Governor in Council has decided that the open site immediately to the South of the Port Trust Dock Offices should be set apart for the Branch Customs House.—I have, &c.,

J. MEAD, Under Secretary to Government.

APPENDIX N.

CUSTOMS OVERTIME CHARGES.

No. 7659 OF 1902.

Bombay Custom House, 7th June 1902.

From E. GRAY, ESQ., I. C. S., COLLECTOR of LAND REVENUE, CUSTOMS and OPIUM, Bombay, to the SECRETARY, the CHAMBER of COMMERCE, Bombay.

SIR,—With reference to your letter of the 16th ultimo, I have the honour to give the following information on the points mentioned in the letter of the Ceylon Chamber of Commerce.

(1.) The number, rank and pay of the Customs Preventive Officers is shown in the appended statement marked A.

(2.) Copy of the rules for the levy of fees and scale of allowances to be granted to Customs Officers for working ships on Sunday and close holiday and for over-time work on ordinary days is appended and marked B.

(3.) The Officers are not paid for over-time according to their pay but are paid at the scale sanctioned by Government (vide Appendix ii given in statement B.). The scale is so much an hour or day without reference to pay.

(4.) The extra money earned works out to about 20 rupees a head a month.

(5.) A steamer is allowed two officers free for working cargo, that is to say that two hatches only may work. If a ship requires despatch and wishes to work 4 or 5 hatches, she pays for the services of the extra two or three officers in addition of course to overtime fees, if any.

(6.) In the harbour all ship-work is done by the Preventive Officers but in the Docks the Preventive Officers are assisted on the quays by tallymen and wharfingers.—I have, &c.,

J. S. HEANEY, for Collector of Customs and Opium.

A.

Strength of the officers of the Preventive Department of the Bombay Custom House.

No.	Designation.	Rate.	Amount.
1	Deputy Superintendent	300	300
1	Inspector	275	275
2	Inspectors	250	500
1	Inspector	225	225
10	1st. Grade officers	175	1750
10	2nd „ „	150	1500
10	3rd „ „	125	1250
24	4th „ „	100	2400
1	5th „ „	75	75
3	Wharfingers	150	450
1	Wharfinger	125	125
3	Wharfingers	100	300
9	do.	75	675
8	Assistant do.	50	400
2	do.	40	80
3	do.	35	105
6	Tallymen	40	240
4	do.	35	140
8	Gatekeepers	40	320
9	do.	35	315
5	do.	30	150

B.

APPENDIX I.

Statement A for Bombay.

Rules for the levy of fees for working ships on Sunday and for overtime work by Custom Officers at Bombay.

1. A special fee at 6¼ annas per ton of the registered tonnage of the vessel, subject to a maximum of Rs. 200 and a minimum Rs. 50 for any vessel, shall be levied for each vessel permitted to work cargo between midnight on Saturday and midnight on Sunday.

2. Ordinary working hours shall be as follows :—

(*a*) For officers, lascars and peons of the Preventive service on board ships or on wharfs from sunrise to sunset ; and

(*b*) for Appraisers, Inspectors, clerks, weighers, and office peons from 10-30 a.m. to 4 p.m. on ordinary week days and from 10-30 a.m. to 2 p.m. on Saturdays and other half-holidays. In both cases Sundays, New year's Day, Good Friday, the Queen's Birthday and Christmas Day shall be close holidays.

3. The following fees shall be levied from persons requiring the special services of Customs Officers outside ordinary working hours or on close holidays or of extra officers.

No.	For.	Sundays and close holidays.	Overtime on working days.	For work to be done out of ordinary course during ordinary working hours of masters, agents of owners of goods.
1	Each Preventive officer wharf or Gate officer.	Rupees 14 from sunrise to sunset or portion of this period, and Rs. 14 from sunset to sunrise or portion of this period.	Rs. 7 from sunset to midnight or portion of this period, and Rs. 7 from midnight to sunrise or portion of this period.	Rs. 7 per day or portion of a day.
2	Each extra officer not on the permanent establishment of the Customs Department.	do.	do.	Rs. 7 on board vessels and Rs. 2½ per hour with a maximum of Rs. 7 on wharfs.
3	Each lascar or Preventive peon.	Annas 12 from sunrise to sunset, and annas 12 from sunset to sunrise or portion of these period.	Annas 6 per hour with a maximum of annas 12.	Annas 6 per hour with a maximum of annas 12.
4	Each Appaiser Inspector, weigher or clerk.	Rupees 14 from 10-30 a.m. to 4 p.m. or portion of this period.	Re. 3½ per hours with a maximum of Rs. 7.	Rs. 7 per day or portion of a day.
5	Each seaman or office peon.	Annas 12 from 10-30 a.m. to 4 p.m. or portion of this period.	Annas 6 per hour with a maximum of annas 12.	Annas 6 per hour with a maximum of annas 12.

These fees are to be levied in addition to the extra fee under Rule 1.

4. It shall be within the discretion of the Collector of Customs to remit the fees leviable under Rules 1 and 3 in the case of mail steamers landing only mails and passenger's baggage on Sunday.

APPENDIX II.

Statement B for Bombay.

Revised scale of allowances to be granted to Customs Officers for working on close holidays or over-time on working days.

No.	To.	Sundays and close holidays.	Overtime or working days	Ordinary working days.
1	Each Preventive Officer, Wharf or Gate Officer required for working cargo.	Rs. 10 from sunrise to sunset or portion of this period and Rs. 10 from sunset to sunrise or portion of this period.	Rs. 5 from sunset to midnight or portion of this period and Rs. 5 from midnight to sunrise or portion of this period.	
2	Each extra officer not on the permanent establishment of the Customs Department required for the working of cargo.	do.	do.	Rs. 5 on board vessels and Rs. 2 per hour with a maximum of Rs. 5 on wharf.
3	Each lascar or Preventive peon required for the working of cargo.	Annas 8 from sunrise to sunset and annas 8 from sunset to sunrise or portion of these periods.	Annas 4 per hour with a maximum of annas 8.	For extramen not on permanent establishment annas 4 per hour with a maximum of annas 8 each.
4	Preventive officers on night patrol, or Sunday and close holidays, patrol at the docks.	Each preventive officer Rs. 5; each peon or lascar annas 8.	Each preventive officer Rs. 5; each peon or lascar annas 8.	
5	Each Appraiser, Inspector, weigher or clerk required for the clearance of goods.	Rs. 10 from 10-30 a.m. to 4 p.m. or portion of this period.	Rs. 2 per hour with a maximum of Rs. 5.	
6	Each scalesman or office peon required for the clearance of goods.	Annas 8 from 10-30 a.m. to 4 p.m. or portion of this period.	Annas 4 per hour with a maximum of annas 8.	

No.	To.	Sundays and close holidays.	Overtime or working days	Ordinary working days.
7	Custom officers attending to pass baggage of passengers by mail steamer.	Superintendent or Deputy Superintendent Rs. 20; Prev: Inspector or Appraiser Rs. 10; Prev. officers or clerk Rs.5, peon or lascar annas 8		

Except in the case of No. 7, the above allowances are payable only to officers whose salaries with allowances do not exceed Rs. 3,000 per annum.

22nd May 1902.

True copy.

D. WILSON, Ag. Dy. Supdt.

APPENDIX O.

CUSTOM HOUSE PROCEDURE—PASSING OF IRON AND STEEL SHEETS.

BOMBAY CHAMBER OF COMMERCE, 19th June 1902.

The COLLECTOR of CUSTOMS, Bombay.

SIR,—It has been brought to the notice of this Chamber that there has recently been instituted by the Assistant Collector of Customs a new procedure in the matter of passing Iron and Steel Sheets which in the absence of any previous notice is causing importers considerable inconvenience and loss.

2. Some years ago, and shortly after the passing of the Merchandise Marks Act, it was found that the weights marked on Iron and Steel Sheets were purely nominal, the bundles being marked with approximate and not actual weights.

3. The then Assistant Collector of Customs, finding that bundles so marked did not comply with the terms of the Act, but that on the other hand the weights were merely a trade custom and not marked with the intention to deceive, as the goods were sold on invoice weights, ruled that provided the words, "about gross weight" were added before the weight figures such consignments might be passed. This method of marking has prevailed for some years, since 1895, I believe, without any exception being taken to it, but recently the Customs Authorities have adopted a different system and refuse to pass any consignments the marked weight of which varies from the actual weight by more than 2 per cent., and this change of procedure has been adopted without any notice being given to the public.

4. It is represented to my Committee that a custom which has been sanctioned by one Collector of Customs and

has been working satisfactorily for some years should not be terminated by another Collector without such due and reasonable notice to the public as will enable them to communicate with their shippers at home in the matter.

5. The Committee of the Chamber agree with this representation ; and I have, under their instructions the honour to express the hope that you may see your way to ordering a reversion to former practice at all events until reasonable time has been allowed for the proper arrangement of forward business in the goods concerned.—I have, &c.,

FREDERICK NOEL-PATON, Secretary.

No. C/12116 OF 1902.

BOMBAY CUSTOM HOUSE, 22nd September 1902.

From E. GRAY, ESQ.', I. C. S , COLLECTOR of LAND, REVENUE, CUSTOMS and OPIUM, Bombay, to the SECRETARY, BOMBAY CHAMBER of COMMERCE, Bombay.

SIR,—With reference to your letter, dated the 19th June 1902, stating that consignments of steel and iron sheets coming from the continent marked with weights which often fall short of their actual quantity are unfairly treated under the Merchandise Marks Act by the Customs Department, I have the honour to inform you that strictly speaking no variations between the marked and the actual weights of these sheets can be allowed under that Act. But as there appeared to be some difficulties in the way of obtaining absolutely correct weights in this trade this Department has shewn its willingness to give all reasonable assistance to importers, by overlooking excess of marked over actual weights when the variation does not exceed 2 per cent. Any consignments the variations in the markings of which exceeds this limit are liable to be dealt with for false trade description. This Custom House does not demand that weights should be marked at all, but if marked, they must be approximately correct.—I have, &c.,

E. GRAY, Collector of Customs and Opium.

APPENDIX P.

INDIAN TARIFF ACT.

CUSTOMS CIRCULAR No. 11 OF 1903.

NOTIFICATION

By the Government of India, Finance and Commerce Department, No. 377 S.R., dated the 23rd January 1903.

In exercise of the powers conferred by Sections 22 and 23 of the Sea Customs Act, 1878 (VIII of 1878), in modification of the tariff values fixed by the Indian Tariff Act, 1894 (VIII of 1894), as amended by the Indian Tariff Act (1894) Amendment Act, 1896 (III of 1896), and as further altered from time to time by notifications of the Governor General in Council, the Governor General in Council is pleased to fix, with effect from the 31st of January 1903, for the articles specified in column 2 of the schedule hereto annexed, the tariff values stated in column 4 of the said schedule.

Provided that nothing in this notification shall affect any additional duty imposed under the powers conferred by Section 8A and 8B of the Indian Tariff Act, 1894 (VIII of 1894), as amended by the Indian Tariff Act Amendment Act, 1899 (XIV of 1899), and the Indian Tariff (Amendment) Act, 1902 (VIII of 1902.)

SCHEDULE IV.—(IMPORT TARIFF.)

GENERAL DUTIES.

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	ANIMALS, LIVING.		Rs. a.	
1	HORSES, CATTLE, SHEEP, and all other living animals of all kinds	.....	...	Free.
	ARTICLES OF FOOD AND DRINK.			
2	COFFEE	cwt.	27 0	Five per cent.

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*
GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
			Rs. a.	
	ARTICLES OF FOOD AND DRINK—*contd.*			
3	FRUITS AND VEGETABLES, except fresh fruits and vegetables not separately enumerated, which are free—			
	Almonds without shell ...	cwt.	52 8	Five per cent.
	,, in the shell ...	,,	14 0	,,
	,, (kagazi)	,,	35 0	,,
	Cashew or cajoo kernels ...	,,	14 0	,,
	Cocoanuts, Straits... ...	thousand	67 0	,,
	,, other	,,	30 0	,,
	,, kernel (khopra)	cwt.	12 0	,,
	Currants, in cases... ...	,,	12 8	,,
	,, in cans	,,	30 0	,,
	,, other	,,	14 0	,,
	Dates, dry, in bags... ...	,,	5 8	,,
	,, wet ,, ...	,,	4 0	,,
	,, ,, in pots, boxes and tins	,,	8 0	,,
	Figs, Persian, dried ...	,,	10 0	,,
	Garlic	,,	6 0	,,
	Hops	.....	...	Free.
	Pistachio nuts	cwt.	30 0	Five per cent.
	Prunes, Bussora (alu Bokhara)	,,	20 0	,,
	Raisins, black	,,	8 0	,,
	,, kishmish	,,	10 0	,,
	,, Munakka	,,	8 0	,,
	,, other sorts ...	.....	*ad valorem*	,,
	Walnuts	cwt.	8 0	,,
	All other sorts of fruits and vegetables	.....	*ad valorem*	,,
4	GRAIN AND PULSE, including broken grain and pulse, but not including flour	.....	...	Free.
5	MINERAL AND ÆRATED WATERS, and all unfermented and non-alcoholic beverages	.....	*ad valorem*	Five per cent.
6	PROVISIONS, OILMAN'S STORES AND GROCERIES—			
	Bacon	lb.	0 10½	,,

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
			Rs. a.	
	ARTICLES OF FOOD AND DRINK—*contd.*			
6	PROVISIONS, OILMAN'S STORES AND GROCERIES—*concld.*			Five per cent.
	Beef and Pork	.....	*ad valorem*	"
	Biche de mer	cwt.	50 0	"
	Butter	lb.	1 4	"
	Cheese	"	0 10	"
	China preserves in syrup...	box of six jars.	4 8	"
	" " dry, candied ...	lb.	0 4½	"
	Cocum	cwt.	5 0	"
	Fish-maws	.....	...	Free.
	Flour	.....	*ad valorem*	Five per cent.
	Ghi	cwt.	45 0	"
	Groceries not otherwise described	.....	*ad valorem*	"
	Margarine	lb.	1 4	"
	Pork hams	"	0 11	"
	Sago...	cwt.	6 12	"
	Shark-fins	.....	...	Free.
	Singally and sozille ...	.....	...	"
	Tapioca	cwt.	9 0	Five per cent.
	Vinegar, European, in wood	Imperial gallon.	0 14	"
	" Persian	"	1 8	"
	" Indian	"	0 6	"
	All other sorts of provisions, oilman's stores and groceries	.....	*ad valorem*	"
7	SPICES—			
	Betelnuts—Goa	cwt.	12 0	"
	" —in the husk ...	thousand	2 0	"
	" —all other sorts ...	.....	*ad valorem*	
	Chillies, dry	cwt.	13 0	"
	Cloves	"	25 0	"
	" stems and beads ...	"	8 0	"
	" in seeds, nariavang ...	"	11 0	"
	Ginger, dry	"	22 0	"
	Mace	lb.	1 0	

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
			Rs. a.	
	ARTICLES OF FOOD AND DRINK—*concld.*			
7	SPICES—*concld.*			
	Nutmegs	lb.	0 7	Five per cent.
	„ in shell	„	0 5	„
	Pepper, black...	cwt.	35 0	„
	„ white	„	65 0	„
	All other sorts of spices ...	.....	*ad valorem*	„
8	SUGAR, China, candy	cwt.	15 0	„
	„ loaf	„	15 0	„
	„ crystallised, beet ...	„	10 4	„
	„ „ and soft, from China	„	10 8	„
	„ „ and soft, from Mauritius and Egypt.	„	10 0	„
	„ soft or raw, other than from Mauritius, Egypt, or China	„	8 0	„
	„ all other sorts, including saccharine produce of all kinds and confectionery.	.....	*ad valorem*	„
9	TEA, black	lb.	0 8	„
	„ green	„	0 10	„
	CHEMICALS, DRUGS, MEDICINES, AND NARCOTICS, AND DYEING AND TANNING MATERIALS.			
10	CHEMICAL PRODUCTS AND PREPARATIONS—			
	Acid, sulphuric	lb.	0 1½	„
	Alkali, Indian (sajji-khar)	cwt.	2 0	„
	Alum	„	4 10	„
	Arsenic	„	25 0	„
	„ (China mansil) ...	„	19 0	„
	Bicarbonate of soda ...	„	6 8	„
	Copperas, green	„	2 12	„

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
			Rs. a.	
	CHEMICALS, DRUGS, MEDICINES, AND NARCOTICS, AND DYEING AND TANNING MATERIALS—*contd.*			
10	CHEMICAL PRODUCTS AND PREPARATIONS—*contd.*			
	Explosives, namely, blasting gelatine, dynamite, roburite, tonite, and all other descriptions, including detonators and blasting fuse	.....	*ad valorem*	Five per cent.
	Sal ammoniac	cwt.	30 0	,,
	Sulphate of copper ...	,,	17 8	,,
	Sulphur (brimstone), flour.	,,	6 8	,,
	,, (,,), roll...	,,	5 8	,,
	,, (,,), rough	,,	5 0	,,
	All other sorts of chemical products and preparations, including saltpetre and borax	.....	*ad valorem*	,,
11	DRUGS, MEDICINES, AND NARCOTICS—			
	Aloes, black	cwt.	22 0	,,
	,, Socotra	,,	16 0	,,
	Aloe-wood	lb.	6 0	,,
	Asafœtida (hing)	cwt.	65 0	,,
	,, coarse (hingra)...	,,	23 0	,,
	Atary, Persian	,,	15 0	,,
	Banslochan (bamboo camphor)	lb.	0 5	,,
	Brimstone (amalsara) ...	cwt.	30 0	,,
	Calumba root	,,	5 0	,,
	Camphor, refined, cake ...	lb.	1 9	,,
	,, partially refined, cake, in blocks of about 13 lb. ...	,,	1 3	,,
	,, crude, in powder.	,,	1 1	,,
	Cassia lignea	cwt.	26 0	,,
	China root (chobchini), rough	,,	8 0	,,
	China root (chobchini), scraped	,,	16 0	,,
	Cubebs	,,	20 0	,,
	Galangal, China	,,	9 0	,,

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	CHEMICALS, DRUGS, MEDICINES AND NARCOTICS, AND DYEING AND TANNING MATERIALS—*concld.*		Rs. a.	
11	DRUGS, MEDICINES, AND NARCOTICS.—*concld.*			
	Pellitory (akalkara) ...	cwt.	40 0	Five per cent.
	Peppermint crystals ...	lb.	11 0	,,
	Quinine and other alkaloids of chinchona	.....	.....	Free.
	Salep	cwt.	125 0	Five per cent.
	Senna leaves	,,	5 0	,,
	Storax liquid (rose melloes)	,,	40 0	,,
	Tobacco, unmanufactured..	.....	... ..	Free.
	,, manufactured ...	.....	*ad valorem*	Five per cent.
	All other sorts of drugs, medicines, and narcotics, except opium (for which see Schedule III) ...	.....	,,	,,
12	DYEING AND TANNING MATERIALS—			
	Alizarine dye, dry, 40 per cent.	lb.	1 4½	,,
	,, ,, 50 ,,	,,	1 8½	,,
	,, ,, 60 ,,	,,	1 12	,,
	,, ,, 70 ,,	,,	2 0½	,,
	,, ,, 80 ,,	,,	2 4½	,,
	,, ,, 100 ,,	,,	2 12	,,
	,, ,,moist,10 ,,	,,	0 4½	,,
	,, ,, ,, 16 ,,	,,	0 7	,,
	,, ,, ,, 20 ,,	,,	0 8	,,
	Aniline ,, ,, indigo blue	,,	0 6½	,,
	,, ,, dry	,,	1 0	,,
	,, salts	,,	*ad valorem*	,,
	Avar bark	cwt.	4 0	,,
	Buzgand (gulpista)... ...	,,	35 0	,,
	Cochineal	lb.	0 12	,,
	Gallnuts (myrabolams) ...	.....	*ad valorem*	,,
	,, Persian	cwt.	40 0	,,
	Madder or manjit	,,	10 0	,,
	Orchilla weed	,,	6 0	,,
	Sappan wood and root ...	,,	*ad valorem*	,,
	Turmeric	,,	,,	,,
	All other sorts of dyeing and tanning materials... ...	...	,,	,,

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
			Rs. a.	
	METALS AND MANUFACTURES OF METALS.			
13	HARDWARE AND CUTLERY, including ironmongery and plated-ware, and also including machines, tools, and implements to be worked by manual or animal labour. [*Exceptions, which are free*: Water-lifts, sugar-mills, oil-presses, and parts thereof, and any other machines and parts of machines ordinarily used in processes of husbandry, or for the preparation for use or for sale of the products of husbandry which the Governor General in Council may, by notification in the *Gazette of India*, exempt, also the following articles used in the manufacture of cotton, namely, bobbins (warping), forks for looms, healds, heald cords, heald knitting needles, laces, lags and needles for dobbies, pickers (buffalo and others), picking bands, picking levers, picking sticks (over and under), reed pliers, reeds, shuttles (for power looms), springs for looms, strappings, and weft forks.]	.....	*ad valorem.*	Two per cent.
14	MACHINERY, namely, prime-movers, and component parts thereof, including boilers and component parts thereof; also including locomotive and portable engines, steam-rollers, fire-engines and other machines in which the prime-mover is not separable from the operative parts	.....	.....	Free.

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	METALS AND MANUFACTURES OF METALS—*contd.*		Rs. a.	
	MACHINERY, *contd.*			
14	(and component parts thereof), meaning machines or sets of machines to be worked by electric, steam, water, fire, or other power not being manual or animal labour, or which before being brought into use require to be fixed with reference to other moving parts; and including belting of all materials for driving machinery.	.....	...	Free.
	Provided that the term does not include tools and implements to be worked by manual or animal labour, and provided also that only such articles shall be admitted as component parts of machinery as are indispensable for the working of the machinery and are, owing to their shape or to other special quality, not adapted for any other purpose.			
	Note.—Machinery and component parts thereof made of substances other than metal are included in this entry.			
15	METALS, unwrought and wrought, and articles made of metals—			
	Brass, orsidue and leaves, European	lb.	1 3	Five per cent.
	„ orsidue and leaves, China	„	1 2	„
	„ patent or yellow metal, sheathing, sheets, plates, and bolts ...	cwt.	43 0	„
	„ „ „ (old) ...	„	28 0	„
	„ sheets, flat or in rolls, very thin	„	130 0	„
	„ wire	lb.	0 7	„
	„ all other sorts	.....	*ad valorem*	„

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
			Rs. a.	
	METALS AND MANUFACTURES OF METALS—*contd.*			
15	METALS, unwrought and wrought, and articles made of metals—*contd.*			
	Copper, bolt and bar, rolled	cwt.	55 0	Five per cent.
	„ brazier's and sheets	„	53 0	„
	„ nails and composition nails...	„	60 0	„
	„ old	„	38 0	„
	„ pigs, tiles, ingots, cakes, bricks, and slabs	„	50 0	„
	„ Sheathing, plate, and raised bottoms ...	„	55 0	„
	„ China, white copperware	lb.	1 2	„
	„ foil or dankpana, white, 10½ in. × 4½ in.	hundred leaves.	2 0	„
	„ foil or dankpana, coloured, 10½ in. × 4½ in.	„	2 4	„
	„ wire, including phosphor-bronze ...	.....	*ad valorem*	„
	„ all other sorts, unmanufactured and manufactured, except current coin of the Government of India, wh ch is free	.....	„	„
	German Silver	.....	„	„
	Gold bullion and coin ...	.....	.....	Free.
	Gold leaf	hundred leaves.	2 12	Five per cent.
	Iron, anchors and cables ...	.....	*ad valorem*	One per cent.
	„ angle, T, and channel, other than Lowmoor or Swedish	ton.	115 0	„
	„ angle and T, other than Lowmoor or Swedish (if galvanised) ...	... ..	*ad valorem*	„
	„ channel (if galvanised)	.....	„	„

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*
GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
			Rs. a.	
	METALS AND MANUFACTURES OF METALS—*contd.*			
15	METALS, unwrought and wrought, and articles made of metals—*contd.*			
	Iron bar, Lowmoor and similar qualities...	ton.	370 0	One per cent.
	„ „ Swedish	„	155 0	„
	„ „ „ nail-rod, also round rod under half an inch in diameter ...	„	160 0	„
	„ „ other kinds ..	„	100 0	„
	„ „ „ nail-rod & round rod under half an inch in diameter..	„	105 0	„
	„ „ „ (if galvanised) ...	.....	*ad valorem*	„
	„ beams, joists, pillars, girders, bridge-works, and other such descriptions of iron imported exclusively for building purposes ...	.....	„	„
	„ plate & sheet, Lowmoor and similar qualities ...	ton.	460 0	„
	„ „ Swedish & charcoal ...	.....	*ad valorem*	„
	„ „ and hoop, other kinds	ton.	115 0	„
	„ hoop, other kinds, (if galvanised)	.....	*ad valorem*	„
	„ plate, other kinds (if galvanised)	ton.	200 0	„
	„ plate, other kinds, (if tinned)	.....	*ad valorem*	„
	„ sheets, other kinds (if galvanised)	cwt.	9 0	„
	„ sheets, other kinds (lead coated) ...	.....	*ad valorem*	„
	„ bar, hoop, plate and sheet, Lowmoor and Swedish (if galvanised)	.....	„	„

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
			Rs. a.	
	METALS AND MANUFACTURES OF METALS—*contd.*			
15	METALS, unwrought and wrought, and articles made of metals.—*contd.*			
	Iron bar (including angle, T, and channel) hoop, plate and sheet (tinned)	.....	*ad valorem*	One per cent
	„ nails, rose, wire and flat-headed	cwt.	0	„
	„ „ other sorts (including galvanised or tinned) ...	.....	*ad valorem*	„
	„ nuts and bolts, also galvanised hooks and nuts for roofing	.....	„	„
	„ old	cwt.	2 0	„
	„ pig	.....	*ad valorem*	„
	„ pipes and tubes, including fittings therefor, such as bends, boots, elbows, tees, sockets, flanges, and the like	.....	„	„
	„ rails, chairs, sleepers, and fish-plates, other than those described in No. 59, also spikes (commonly known as dog spikes), switches, crossings, lever-boxes, clips and tie-bars ...	.....	„	„
	„ rice-bowls	.....	„	„
	„ ridging, galvanised ...	.....	„	„
	„ rivets and washers, all sorts	.....	„	„
	„ wire, including fencing-wire and wire-rope, but excluding wire-netting	.....	„	„
	„ cans tinned, when imported containing petroleum which is separately assessed to			

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*
GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
			Rs. a.	
	METALS AND MANUFACTURES OF METALS—*contd.*			
15	METALS, unwrought and wrought, and articles made of metals—*contd.*			
	duty at one anna per Imperial gallon under No. 16	can	0 3	Five per cent.
	„ all other sorts, including wire-netting ...	...	*ad valorem*	„
	Lametta	...	„	„
	Lead, all sorts (except sheets for tea-chests which are free)	...	„	„
	Quicksilver	lb.	1 12	„
	Shot, bird	cwt.	15 0	„
	Silver bullion or coin, except current coin of the Government of India, which is free	...	*ad valorem*	„
	Steel, anchors and cables ...	...	„	One per cent.
	„ angle, channel and spring	...	„	„
	„ bar and blooms ...	...	„	„
	„ basic, all sorts including galvanised or tinned sheets	...	„	„
	„ beams, joists, pillars, girders, bridge-work, and other descriptions of steel imported exclusively for building purposes	...	„	„
	„ cast and blistered of any kind not specified in this number ...	...	„	„
	„ hoop	ton	145 0	„
	„ „ (if galvanised) ...	...	*ad valorem*	„
	„ nails	...	„	„
	„ nuts and bolts and nail-rods	...	„	„
	„ old	ton	140 0	„
	„ pipes and tubes, including fittings therefor, such as bends, boots, elbows, tees, sockets,			

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*
GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	METALS AND MANUFACTURES OF METALS—*concld.*		Rs. a.	
15	METALS, unwrought and wrought, and articles made of metals—*concld.*			
	flanges, and the like ...	...	*ad valorem*	One per cent.
	Steel, plates and sheets ...	ton	115 0	„
	„ „ „ planished	...	*ad valorem*	„
	„ plates and sheets, (if galvanised)	ton	200 0	„
	„ plates and sheets, planished (if tinned or lead-coated)	...	*ad valorem*	„
	„ rails, chairs, sleepers, and fish-plates other than those described in No. 59, also spikes (commonly known as dog-spikes), switches crossings, lever-boxes, clips, and tie-bars ...	...	„	„
	„ rivets and washers, all sorts ...	...	„	„
	„ T-bars	ton	115 0	„
	„ „ (if galvanised)	...	*ad valorem*	„
	„ „ (if tinned) ...	...	„	„
	„ wire, excluding wire-netting	...	„	„
	„ wire-rope	...	„	„
	„ all other sorts, including wire-netting...	...	„	Five per cent.
	Tin, block	cwt.	95 0	„
	„ foil, and other sorts ...	...	*ad valorem*	„
	Zinc or spelter, nails ...	cwt.	20 0	„
	„ „ plates and other shapes, soft	„	17 8	„
	„ „ plates and other shapes, hard... ...	„	13 0	„
	„ „ all other sorts	...	*ad valorem*	„
	All other sorts of metals ...	...	„	„

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	OILS.		Rs. a.	
16	Petroleum, including also naphtha and the liquids commonly known by the names of rock-oil, Rangoon oil, Burma oil, kerosine, paraffin oil, mineral oil, petroline, gasoline, benzol, benzoline, benzine, and any inflammable liquid which is made from petroleum, coal, schist, shale, peat or any other bituminous substance, or from any products of petroleum ...	Imperial gallon.	...	One anna.
	Petroleum, which has its flashing point at or above two hundred degrees of Fahrenheit's thermometer and is proved to the satisfaction of the Customs Collector to be intended for use exclusively for the batching of jute or other fibre or for lubricating purposes	...	*ad valorem*	Five per cent.
	Petroleum, which has its flashing point at or above one hundred and fifty degrees of Fahreheit's thermometer and is proved to the satisfaction of the Customs Collector to be intended for use exclusively as fuel ...	...	"	"
17	All other sorts of oils, animal or vegetable (including otto of all kinds), and mineral, including paraffin wax...	...	"	"
	OTHER ARTICLES, UNMANUFACTURED AND MANUFACTURED.			
	APPAREL, including drapery, haberdashery, and millinery, and military and other uniforms and accoutrements; but excluding cotton-hosiery			

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*
GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
			Rs. a.	
	OTHER ARTICLES, UNMANUFACTURED AND MANUFACTURED—*contd.*			
	APPAREL *concld.*			
17	(for which see No. 30) and boots and shoes (for which see No. 44) and excluding also uniforms, and accoutrements appertaining thereto, imported by a public servant for his personal use, which are free	...	*ad valorem*	Five per cent.
18	ART, WORKS OF, except statuary and pictures intended to be put up in a public place, which are free	...	,,	,,
19	BAMBOOS, common, grass, hay, rushes, straw, and leaves ...	...	...	Free.
20	BOOKS, printed, including covers for printed books, maps, charts, and plans, proofs, music, and manuscripts ...	...	...	,,
21	BRISTLES AND FIBRE, for brushes and brooms	...	...	,,
22	BRUSHES AND BROOMS, all sorts	...	*ad valorem*	Five per cent.
23	BUILDING AND ENGINEERING MATERIALS, namely, asphalt, bricks and tiles, cement of all kinds, fireclay, earthenware piping, lime, and other kinds not otherwise described	...	,,	,,
24	CABINET-WARE AND FURNITURE.	...	,,	,,
25	CARRIAGES AND CARTS, including motor cars, bicycles, tricycles, jinrikshas, bath chairs, perambulators, trucks, wheelbarrows, and all other sorts of conveyances, and component parts thereof	...		
26	CHINESE AND JAPANESE-WARE, including lacquered-ware, but excluding earthenware, china, and porcelain (for which see No. 32)	...	,,	,,

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
			Rs. a.	
	OTHER ARTICLES, UNMANUFACTURED AND MANUFACTURED—*contd.*			
27	CLOCKS, WATCHES, and other timekeepers, and parts thereof	...	*ad valorem*	Five per cent.
28	COAL, COKE, AND PATENT FUEL.	...	...	Free.
29	CORDAGE, Rope and Twine made of any vegetable fibre.	...	*ad valorem*	Five. per cent.
30	COTTON, AND ARTICLES MADE OF COTTON—			
	Cotton, raw	...	...	Free.
	„ twist and yarn ...	...	...	„
	„ sewing thread ...	...	...	„
	„ Piece-goods, hosiery, and all other manufactured cotton goods not otherwise described...	...	*ad valorem*	Three and one-half per cent.
31	EARTH, COMMON CLAY, AND SAND	...	...	Free.
32	EARTHENWARE (except earthenware piping, for which see No. 23), china, china clay, porcelain, and imitation or false coral	...	*ad valorem*	Five per cent.
33	FANS OF ALL KINDS, except common palm-leaf fans, which are free	...	„	„
34	FIREWORKS, all sorts, including fulminating-powder... ...	...	„	„
35	FLAX, AND ARTICLES MADE OF FLAX, including linen-thread.	...	„	„
36	FURNITURE, TACKLE, AND APPAREL, not otherwise described, for steam, sailing, rowing and other vessels ...	...	„	„

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*
GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	OTHER ARTICLES, UNMANUFACTURED AND MANUFACTURED—*contd.*			
37	GUMS, GUM-RESINS, and articles made of gum or gum-resin—			
	Copal	cwt.	70 0	Five per cent.
	Cutch and gambier ...	„	23 0	„
	Gamboge	lb.	1 5	„
	Gum Ammoniac	cwt.	10 0	„
	„ Arabic	„	15 0	„
	„ Bdellium	...	*ad valorem*	„
	„ Benjamin, ras ...	cwt.	25 0	„
	„ „ cowrie ...	„	70 0	„
	„ Bysabol (coarse myrrh)	„	18 0	„
	„ Olibanum, or frankincense	...	...	Free.
	„ Persian (false) ...	cwt.	10 0	Five per cent.
	Myrrh	„	36 0	„
	Rosin	„	4 12	„
	All other sorts of gums, gum-resins, and articles made of gum or gum-resin, including caoutchouc and gutta-percha...	...	*ad valorem*	„
38	HEMP, including Manila hemp, and articles made therefrom.	...	„	„
39	HIDES AND SKINS (except raw or salted hides and skins, which are free) including parchment and vellum, gold-beaters' skins, and all other descriptions of hides or skins	...	„	„
40	HORN	...	...	Free.
	„ articles made of, not otherwise described ...	...	*ad valorem*	Five per cent.

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
			Rs. a.	
	OTHER ARTICLES, UNMANUFACTURED AND MANUFACTURED—*contd.*			
41	INSTRUMENTS, APPARATUS AND APPLIANCES, and parts thereof—			
	Computing, Dental, Distilling, Diving, Drawing, Educational, Electric, Electric lighting, Galvanic, Measuring, Musical, Optical, Philosophical, Phonographic, Photographic (including materials for Photography), Scientific, Surgical, Surveying, Telegraphic, Telephonic, Typewriters, and all other sorts, except Telegraphic instruments and apparatus, and parts thereof, when imported by or under the orders of a railway company, and any instruments, apparatus and appliances when imported by a passenger as part of his personal baggage and in actual use by him in the exercise of his profession or calling, which are free	...	*ad valorem*	Five per cent.
42	IVORY AND IVORY-WARE—			
	Unmanufactured—			
	Elephants' grinders ...	cwt.	350 0	,,
	Elephants' tusks (other than hollows, centres and points) each exceeding 20 lbs. in weight, and hollows, centres, and points each weighing 10 lbs. and over		750 0	,,

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*
GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
			Rs. a.	
	OTHER ARTICLES, UNMANUFACTURED AND MANUFACTURED—*contd.*			
	IVORY AND IVORY-WARE—*contd.*			
	Elephants' tusks (other than hollows, centres and points) not less than 10 lbs. and not exceeding 20 lbs. each, and hollows, centres and points each weighing less than 10 lbs.	„	650 0	Five per cent.
	Elephants' tusks, each less than 10 lbs. (other than hollows, centres and points)	„	500 0	„
	Sea-cow or moye teeth, each not less than 4 lbs.	„	200 0	„
	Sea-cow or moye teeth, each not less than 3 lbs. and under 4 lbs.... ...	„	185 0	„
	Sea-cow or moye teeth, less than 3 lbs.	„	135 0	„
	All other sorts, manufactured and unmanufactured...	...	*ad valorem*	„
43	JEWELLERY AND JEWELS, including plate and other manufactures of gold and silver—			
	Silver-ware, plain, other than European	tola.	1 0	„
	Silver-ware, embossed or chased, other than European	„	1 4	„
	All other sorts, except precious stones and pearls, unset, which are free ...	...	*ad valorem*	„
44	JUTE, raw...	...	...	Free.
	„ articles made of, except second-hand or used gunny bags which are free ...	...	*ad valorem*	Five per cent.
45	LEATHER, and articles made of leather, including boots and shoes, harness and saddlery,			

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
			Rs. a.	
	OTHER ARTICLES, UNMANUFACTURED AND MANUFACTURED—*contd.*			
	LEATHER—*concld.*			
	except saddlery of a military pattern imported by an officer of Her Majesty's regular forces and forming part of the equipment with which he is required to supply himself under Army Regulations, which is free	...	*ad valorem*	Five per cent.
46	MANURES of all kinds, including animal bones	...	...	Free.
47	OILCAKE, also bran, fodder and cattle-food of all kinds ...	...	...	,,
48	OIL-CLOTH AND FLOOR-CLOTH, including linoleum, and tarpaulins	...	*ad valorem*	Five per cent.
49	PAINTS, COLOURS, PAINTERS' MATERIALS, and compositions for application to leather, wood, and metals—			
	Lead, red, dry	cwt.	14 0	,,
	,, white, dry	,,	17 0	,,
	Ochre, other than European, all colours	,,	1 8	,,
	Paints, composition ...	...	*ad valorem*	,,
	,, patent driers ...	cwt.	15 0	
	Turpentine	Imperial gallon	2 12	,,
	Verdigris	cwt.	70 0	,,
	Vermilion, Canton... ...	box of 90 bundles	110 0	,,
	Zinc, white, dry	cwt.	23 0	,,
	All other sorts, including glue and putty	...	*ad valorem*	,,

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*
GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
			Rs. a.	
	OTHER ARTICLES UNMANUFACTURED AND MANUFACTURED—*contd.*			
50	PAPER, PASTEBOARD, MILLBOARD, AND CARDBOARD of all kinds, including ruled or printed forms and account and manuscript books, labels, advertising circulars, sheet or card almanacs and calendars, Christmas, Easter, and other cards, including cards in booklet form, including also waste paper and old newspapers for packing	...	*ad valorem*	Five per cent.
	„ articles made of paper and papier-maché ...	...	„	„
51	PERFUMERY—			
	Gowla, husked and unhusked.	cwt.	40 0	„
	Kapurkachri (zedoary) ...	„	10 0	„
	Patch leaves (patchouli) ...	„	20 0	„
	Rose-flowers, dried	„	13 0	„
	Rose-water	Imperial gallon.	2 0	„
	All other sorts, except perfumed spirit (for which see Schedule III)	...	*ad valorem*	„
52	PITCH, TAR, AND DAMMER—			
	Bitumen	...	*ad valorem*	„
	Dammer	cwt.	6 0	„
	Pitch, American and European	„	7 0	„
	„ coal	„	4 0	„
	Tar, American and European.	„	6 8	„
	„ coal	„	4 0	„
	„ mineral	...	*ad valorem*	„
53	PLANTS AND BULBS, living, also dried for herbaria	...	...	Free.
54	PRECIOUS STONES AND PEARLS, unset (including the stones generically known as Cambay stones, such as agates, cornelians, and onyx)	...	...	„

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
			Rs. a.	
	OTHER ARTICLES UNMANUFACTURED AND MANUFACTURED—*contd.*			
55	PULP of wood, straw, rags, paper, and other materials ...	...	...	Free.
56	PRINTING AND LITHOGRAPHING MATERIAL, namely, presses, type, ink, brass rules, composing sticks, chases, imposing tables, and lithographic stones, but not including paper	...	...	,,
57	RAGS	...	...	,,
58	RACKS for the withering of tea leaf	...	...	,,
59	RAILWAY MATERIAL for permanent-way and rolling-stock, namely, cylinders, girders and other material for bridges, rails, sleepers, bearing and fish-plates, fish-bolts, chairs, spikes, crossings, sleeper fastenings, switches, interlocking apparatus, brake gear, couplings and springs, signals, turn-tables, weigh-bridges, engines, tenders, carriages, waggons, traversers, trollies, trucks, and component parts thereof; also the following articles when imported by or under the orders of a railway company, namely, cranes, water cranes, water tanks, and standards, wire and other materials for fencing: Provided that for the purpose of this exemption "railway" means a line of railway subject to the provisions of the Indian Railways Act, 1890,	...	...	,,

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
			Rs. a.	
	OTHER ARTICLES UNMANUFACTURED AND MANUFACTURED—*contd.*			
59	RAILWAY MATERIAL—*concld.* and includes a railway constructed in a Native State under the suzerainty of His Majesty, and also such tramways as the Governor-General in Council may, by notification in the *Gazette of India*, specifically include therein	...	...	Free.
60	SEEDS—			
	Castor	cwt.	5 0	Five per cent.
	Cummin	,,	15 0	,,
	,, black	,,	16 0	,,
	Linseed	,,	7 0	,,
	Methi	,,	6 0	,,
	Mustard, rape or sarson ...	,,	7 8	,,
	Poppy	,,	7 0	,,
	Quince, bihidána	,,	70 0	,,
	Til or jinjili	,,	7 0	,,
	All other sorts	...	*ad valorem*	,,
61	SHELLS AND COWRIES—			
	Chanks—large shells for cameos	hundred.	15 0	,,
	Chanks—white, live	,,	10 0	,,
	,, ,, dead... ...	,,	4 0	,,
	Cowras	,,	0 10	,,
	Cowries, bazar, common ...	cwt.	3 8	,,
	,, yellow, superior quality	,,	5 0	,,
	,, Maldive	,,	5 8	,,
	,, sankla	,,	60 0	,,
	Mother-of-pearl, nacre ...	...	...	Free.
	Nakhla	cwt.	65 0	Five per cent.
	Tortoise-shell	lb.	8 8	,,
	,, nakh ...	,,	4 8	,,
	All other sorts, including articles made of shell, not otherwise described ...	...	*ad valorem*	,,

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
			Rs. a.	
	OTHER ARTICLES, UNMANUFACTURED AND MANUFACTURED—*contd.*			
62	SHIPS AND OTHER VESSELS for inland and harbour navigation, including steamers, steam-launches, boats, and barges, imported entire or in sections.	...	...	Free.
63	SILK, AND ARTICLES MADE OF SILK—			
	Bokhara	lb.	7 8	Five per cent.
	Floss...	,,	6 8	,,
	Piece-goods	...	*ad valorem*	,,
	Sewing thread, China ...	lb.	9 0	,,
	Raw silk--Chaharam, Cochin, China, and Yellow Shanghai	,,	4 2	,,
	Mathow	,,	2 8	,,
	Other kinds of China ...	,,	6 4	,,
	Waste and Kachra ...	,,	1 4	,,
	Panjam	,,	1 12	,,
	Persian	,,	5 0	,,
	Siam	,,	1 10	,,
	All other sorts including cocoons	...	*ad valorem*	,,
64	SOAP	...	,,	,,
65	SPECIMENS ILLUSTRATIVE OF NATURAL SCIENCE, including also antique coins and medals.	...	...	Free.
66	STATIONERY, excluding paper (for which see No. 50) ...	...	*ad valorem*	Five per cent.
67	STONE AND MARBLE, and articles made of stone and marble ...	...	,,	,,
68	TALLOW AND GREASE, including stearine	...	,,	,,

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
			Rs. a.	
	OTHER ARTICLES, UNMANUFACTURED AND MANUFACTURED—*contd.*			
69	TEA-CHESTS of metal or wood, whether imported entire or in sections, provided that the Customs Collector is satisfied that they are imported for the purpose of the packing of tea for transport in bulk... ...	...	...	Free.
70	TEXTILE FABRICS not otherwise described	...	*ad valorem*	Five per cent.
71	TOILET REQUISITES not otherwise described	...	„	„
72	Toys, including toy-books, and requisites for all games ...	...	„	„
73	UMBRELLAS, parasols, and sunshades of all kinds	...	„	„
74	WALKING STICKS and sticks for umbrellas, parasols, and sunshades, of all kinds, mounted and unmounted, driving, riding, and other whips, fishing rods and lines...	...	„	„
75	WOOD AND TIMBER (except firewood, which is free), and articles made of wood not otherwise described	...	„	„
76	WOOL, raw	...	...	Free
	„ articles made of, including felt	...	*ad valorem*	Five per cent.
77	ALL OTHER ARTICLES, manufactured or unmanufactured, not described in this Schedule ...	...	„	„

APPENDIX Q.

SUGAR DUTIES.

CHAMBER OF COMMERCE,
MADRAS, 13th March 1902.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—I beg to hand you herewith copy of a letter which this Chamber has addressed to the Government of India regarding the sugar bounties and their serious effect upon the Indian sugar industry and to express the hope that your Chamber, if it shares the views expressed, will address the Government of India in support of them.—Yours, &c.,

A. E. LAWSON, Secretary.

The CHAMBER OF COMMERCE,
MADRAS, 10th March, 1902.

From the HON'BLE MR. A. J. YORKE, CHAIRMAN, CHAMBER of COMMERCE, Madras, to the SECRETARY to the GOVERNMENT of INDIA, REVENUE and AGRICULTURE DEPARTMENT, Calcutta.

SIR,—The Chamber has been favoured with a copy of the Memorial recently submitted to H. E. the Viceroy by refiners and merchants having large interests in the sugar trade of India, and I have the honour to inform you that it is in entire agreement therewith. The Chamber trusts that, in view of the very great injury which is being caused to all Indian sugar producers by the unfair competition of the bounties prompt steps will be taken to fully countervail them.

2. In view of the legislation of 1898, of the above-mentioned Memorial and of the letter (of which copy is attached and to which reference is requested) addressed by this Chamber to the Government of Madras in February, 1900, it is not necessary to again refer at length to the nature of all the different forms of bounty complained of, but they may be shortly referred to as:—(1) Direct Official bounties; (2), Unofficial Cartel bounties; and (3) Direct Official freight rebate bounties.

3. The Chamber has learned with pleasure from the recent telegrams in the papers that steps have been taken at the Brussels Conference to put an end, as from September, 1903, to Class 1, *viz.*, the Official bounties. As from the same date there is to be a great reduction in import duties in Germany and Austria, Class 2, the Cartel bounties, will then

largely, perhaps entirely, disappear; but, so far as the Chamber is aware, Class 3, the shipping bounties, have not yet been dealt with, and it begs to state that unless they are now grappled with they will undoubtedly form a nucleus for the growth of further trouble later on.

4. The Chamber further begs to point out that, in any case, no relief can be expected to result from the Conference measures above-mentioned until eighteen months hence, and it submits that, meanwhile, the Indian industry should be protected from the ruinously and, as now shown by the Conference results, admittedly unfair competition to which it is being subjected. Unless such immediate steps are taken, the next eighteen months will almost certainly be utilised by the Continental sugar producers to lay down in India such stocks as will effectually prevent any relief to Indian manufacturers for a considerably longer period. The position of the industry at present is such that a further long period of unremunerative prices may produce the ruin of the industry before the beneficial effect of the Brussels Convention can be felt.

5. The Chamber, therefore, trusts that no time will be lost in forthwith imposing such additional duties in India as will effectually countervail the bounties given by the different countries exporting to India. Such duties, kept strictly up to date, are, the Chamber is satisfied, necessary to prevent very serious losses in the Indian sugar industry, and they have the great advantage of at the same time improving the Customs revenue of the country, to the great benefit of the tax-payer.—I have, &c.,

A. J. YORKE, Chairman.

BOMBAY CHAMBER OF COMMERCE, 20th March 1902.

The SECRETARY, CHAMBER of COMMERCE, Madras.

DEAR SIR,—I am directed by the Committee of the Bombay Chamber of Commerce to thank you for your letter of the 13th instant, covering copy of your letter to Government, dated 10th idem, in which you urge in respect of imported sugar the imposition of "such additional duties in India as will effectually countervail the bounties given by the different countries importing to India." You invite my Committee to address Government in support of this recommendation; but I am to say that the matter is one in which they do not think that any useful purpose would be served by intervention on their part.—Yours, &c.,

FREDERICK NOEL-PATON, Secretary.

No. 1516 S. R.

GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

STATISTICS and COMMERCE.

Customs.

CALCUTTA, 14th March 1902.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to forward a draft of the rules which the Governor General in Council proposes to make for the identification of sugar chargeable with an additional duty under section 8A, sub-section (1), of the Indian Tariff Act, 1894 (VIII of 1894), and for the assessment and collection of such additional duty. I am to request that the Government of India may be favoured with the opinion of the Chamber on the draft rules.

2. I am to explain that Form No. 1 and No. 2 will not form part of the rules, but are merely appended to show the forms of Delivery Warrants at present in use in the British Customs House, which are referred to in the draft rule 5 (*a*).—I have, &c.,

R. A. MANT, Under-Secy., to the Govt. of India.

BOMBAY CHAMBER OF COMMERCE, 18th April 1902.

The Under SECRETARY to the GOVERNMENT of INDIA, FINANCE and COMMERCE DEPARTMENT, Calcutta.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce, I have the honour to acknowledge the receipt of your letter No. 1516 S. R., dated 14th March, covering copy of draft Rules for the identification of bounty fed sugar and for the assessment and collection of the countervailing duties thereon.

2. The said Rules have been under the careful examination of a Special Committee appointed for that purpose ; and after consideration of the report of that body, my Committee direct me to say that the only portion of the Rules to which they have any specific objection is Rule 7 (1)(c) under which it is provided

that " in the case of any sugar which has been imported into " any Custom Port from any country other than the United " Kingdom, the owner shall furnish the Customs Collector with " one of the following documents, namely :—Where the sugar " was produced in the country from which it was exported " either to the United Kingdom or direct to India, a certificate " by the Exporter in Form G." My Committee conceive the regulation to be perfectly superfluous and likely to cause inconvenience to trade, but in respect of other Rules it does not appear that their promulgation or withdrawal will, in any way, affect the mass of the trade, the more so as on the probable adhesion of India to the Sugar Convention the countervailing duties will cease in 1903.—I have, &c.,

FREDERICK NOEL-PATON, Secretary.

CUSTOMS CIRCULAR No. XII OF 1902.

NOTIFICATION.

By the Government of India, Finance and Commerce Department, No. 4439 S.R., dated the 14th August 1902.

In exercise of the powers conferred by section 8A, sub-section (2), and section 8B, sub-section (3), of the Indian Tariff Act, 1894 (VIII of 1894), as amended by the Indian Tariff Amendment Act, 1899 (XIV of 1899), and by the Indian Tariff Amendment Act, 1902 (VIII of 1902,) the Governor-General in Council is pleased to make, with effect from the 1st of November 1902, the following rules for the identification of sugar chargeable with an aditional or special duty imposed under sub-section (1) of the said sections, respectively, and for the assessment and collection of such additional or special duty, namely :

RULES.

1. For the purposes of these rules, unless there is any thing repugnent in the subject or context, " Customs-port," " Chief Customs-authority," " Customs-collector," " owner " and " public ware-house " have the meanings respectively assigned to them in the Sea Customs Act, 1878 (VIII of 1878).

2. Where any sugar is imported into any Customs-port, the owner shall declare to the Customs-collector in what country such sugar was produced, and shall furnish him with such other information as may be

necessary to enable him correctly to assess the additional or special duty (if any) chargeable under sub-section (I) of section 8A or 8B, respectively, of the Indian Tariff Act, 1894 (VIII of 1894).

3. (I) Where the information required by rule 2 is not furnished, the Customs-collector shall deposit and detain the sugar in such part of the Custom-house premises as he may deem suitable.

2. The owner of any sugar deposited and detained under sub-rule (I) may, at any time, clear such sugar on payment of the additional or special duty leviable thereon and of the other charges payable to the Customs-collector, whether for wharfage-fees or otherwise, in respect of the same.

3. For the purposes of sub-rule (2) and for the purpose of calculating the surplus payable to the owner under section 88 of the Sea Customs Act, 1878, the additional or special duty leviable upon any sugar deposited and detained under sub-rule (I) shall, if the information necessary for the correct assessment of the additional or special duty leviable thereon has not been furnished, be assessed at such rate not exceeding the highest rate of additional or special duty leviable upon any class of sugar as the Governor General in Council may, by general or special order, fix in this behalf.

4. The Customs-collector may accept the information required by these rules in any form which he may consider sufficient ; and he shall accept it if given in the form and manner hereinafter prescribed.

5. Where sugar is imported into any Customs-port from a bonded warehouse in the United Kingdom, the owner shall furnish the Customs-collector with the following documents, namely :-

(*a*) a certified copy of the delivery warrant of the British Custom House ;

(*b*) a certified copy of the shipping bill ; and

(*c*) a declaration in writing of the exporter in form A or Form B, as the case may be, stating—

(*i*) the country in which the sugar was produced ;

(*ii*) the date of shipment from the country (if any) from which the sugar was exported to the United Kingdom ;

(*iii*) where the sugar was not produced in the country referred to in sub-head (*ii*), the date on which it was exported from the country in which it was produced ; and

(*iv*) whether the sugar is cane or beet.

6. Where refined sugar, having passed through a refinary in the United Kingdom, is imported from the United Kingdom into any Customs-port, the owner shall furnish the Customs-collector with the following documents, namely :

(*a*) declaration in writing by the refiner in Form C, or by any person authorized by a power of attorney from such refiner in Form D, stating—

(*i*) the particulars of the raw sugar from which the refined sugar was manufactured ;

(*ii*) the country from which such raw sugar was imported into the United Kingdom ;

(*iii*) the date of shipment from the country referred to in sub-head (*ii*) ;

(*iv*) where this information is available at the time of importation into the Customs-port, the country in which the raw sugar was produced ; and

(*b*) a declaration in writing by the exporter in Form E, or by any person authorized by a power of attorney from such exporter in Form F. identifying the sugar entered for shipment with the sugar referred to in the declaration prescribed in clause (*a*).

7. (*1*) In the case of any sugar—

(*a*) which, being refined sugar, has been imported, on payment of duty, into the United Kingdom and has been exported thence without drawback to any Customs-port ; or

(*b*) which, though nominally imported into the United Kingdom, has merely passed through a port in the United Kingdom in transit to be re-exported thence to any Customs-port in the same or another bottom ; or

(*c*) which has been imported into any Customs-port from any country other than the United Kingdom ;

the owner shall furnish the Customs-collector with one of the following documents, namely :

(*i*) where the sugar was produced in the country from which it was exported either to the United Kingdom or direct to India, a certificate by the exporter in Form G ;

(*ii*) where the sugar was produced in a country other than that from which it was exported either to the United Kingdom or direct to India, a certificate by the shipper in Form H.

(2) Where any sugar referred to in sub-rule (I) has been exported from a port in any country other than the United Kingdom or any British possession to the United Kingdom or to any Customs-port, the certificate shall be attested by the British consular officer at the port in such country.

(3) Where, in any case referred to in sub-rule (2), the British consular officer so desires, the certificate shall have been approved and communicated to him by a local Chamber of Commerce.

FORM A.

DECLARATION BY EXPORTER IN THE CASE OF SUGAR SHIPPED DIRECT TO THE UNITED KINGDOM FROM THE COUNTRY IN WHICH IT WAS PRODUCED.

[*Rule 5, clause (c).*]

I, A. B.

declare that the consignment of
cwt. of $\frac{\text{beet}}{\text{cane}}$ sugar of degrees of
polarisation, in bags marked
and addressed as follows
consigned to Messrs.
of (*a*) was produced
in (*b*) and shipped
from (*c*) on the
day of 190 .

(*a*) Insert name of Indian port.
(*b*) Insert name of country.
(*c*) Insert name of port.

Signature of Exporter.

Declared before me at the Custom House
at this day of
190 .

Signature of Chief Officer of Customs,
Port of

FORM B.

DECLARATION BY EXPORTER IN THE CASE OF SUGAR EXPORTED FROM THE COUNTRY IN WHICH IT WAS PRODUCED TO SOME OTHER COUNTRY, AND THENCE SHIPPED TO THE UNITED KINGDOM.

[*Rule 5, clause (c).*]

I, A. B.

declare that the consignment of $\frac{\text{beet}}{\text{cane}}$ sugar of degrees of polarisation, in bags marked and addressed as follows

consigned to Messrs. of (*a*)

was produced in (*b*)

and exported thence in bond on the day of 190 ,

and that the said sugar was shipped from on the day of , 190 .

(*a*) Insert name of Indian port.
(*b*) Insert name of country.

Signature of Exporter.

Declared before me at the Custom House at this day of , 190 .

Signature of Chief Officer of Customs, Port of

FORM C.

DECLARATION OF ORIGIN AND MANUFACTURE OF SUGAR BY A REFINER.

[*Rule 6, clauses (a)*]

I, A. B.

of (*a*) do solemnly and sincerely declare that the undermentioned sugar

(*b*) was delivered on the day of , 190 , from my refinery at (*c*) for exportation to (*d*)

and was manufactured by me from importations of raw sugar as endorsed hereon.

(*a*) Insert address and description.
(*b*) The refined sugar to be described and identified with marks and numbers in this space.
(*c*) Insert names, with country of place of refinery.
(*d*) Insert place.

And I make this solemn Declaration conscientiously believing the same to be true, and by virtue of the Statutory Declaration Act, 1835.

Signature of Refiner.

Declared at
in
this day of , 190 .
Before me,

A Justice of the Peace or a Commissioner to administer Oaths in the Supreme Court of

This is the Exhibit referred to in Declaration of the day of , 190 .

FORM D.

Declaration of Origin and Manufacture of Sugar by an Agent of Refiner Under Power of Attorney.

[*Rule 6, clause (a).*]

I, A. B.

(a) Insert address and description.

of (*a*)
do solemnly and sincerely declare that the undermentioned sugar (*b*)
was delivered on the day of , 190 ,

(b) The refined sugar to be described and identified with mark and numbers in this space.

(c) Insert refiner's name and address.

from the refinery of (*c*)
at
for exportation to (*d*)

(d) Insert place.

and was manufactured by the said from importations of raw sugar as endorsed hereon.

And I make this solemn Declaration conscientiously believing the same to be true and by virtue of the Statutary Declaration Act, 1835.

Signature of Agent
Declared at
in
this day of , 190 .
Before me,

A Justice of the Peace or a Commissioner to administer Oaths in the Supreme Court of .

This is the Exhibit referred to in Declaration of the day of , 190 .

FORM E.

DECLARATION BY EXPORTER.

[*Rule* 6, *clause* (*b*).]

I, A. B.

(*a*) Insert address and description.

(*b*) The refined sugar to be described and identified with marks and numbers in this space.

(*c*) Insert names of ship and master.

(*d*) Insert place.

of (*a*)
hereby declare that the undermentioned sugar (*b*)
has been entered for shipment per (*c*)
Master (*c*)
for exportation to (*d*)

and I further declare that the sugar so entered is the sugar referred to in the annexed Declaration marked

Signature of Exporter.

Declared before me at the Custom House at this day of 190 .

Signature of Chief Officer of Customs Port of

FORM F.

DECLARATION BY AN AGENT OF EXPORTER UNDER POWER OF ATTORNEY.

[*Rule* 6, *clause* (*b*).]

I, A. B.

of (*a*)

hereby declare that the undermentioned sugar (*b*)

has been entered for shipment for (*c*)

Master (*c*)

for exportation to (*d*)

and I further declare that the sugar so entered is the sugar referred to in the annexed Declartation marked

Signature of Agent.

Declared before me at the Custom House at this

day of

190 .

Signature of Chief Officer of Customs

Port of

(*a*) Insert address and description.

(*b*) The refined sugar to be described and identified with marks and numbers in this space.

(*c*) Insert names of ship and master.

(*d*) Insert place.

FORM G.

DECLARATION BY EXPORTER AT A FOREIGN PORT AS TO THE ORIGIN OF SUGAR PRODUCED IN THE COUNTRY FROM WHICH IT WAS EXPORTED, EITHER TO THE UNITED KINGDOM, OR DIRECT TO INDIA.

[*Rule* 7, *sub-head* (*i*).]

I, A. B.

declare that the consignment of

cwt. of $\frac{\text{beet}}{\text{cane}}$ sugar, of

degrees of polarisation, in bags,

marked and addressed as follows :

and shipped on , 190 , per

steamer , consigned to

Messrs. & Co. of

(*a*) was produced in (*b*)

Exporters' signature.

Certified that I believe the above Declaraton to be true.

Signature of Consul at foreign port of exportation.

(*a*) Insert name of port in the United Kingdom / India.

(*b*) Insert name of country of export.

FORM H.

DECLARATION BY SHIPPER AT A FOREIGN PORT AS TO THE ORIGIN OF SUGAR PRODUCED ELSEWHERE THAN IN THE COUNTRY OF EXPORT.

[*Rule* 7, *sub-head* (*ii*).]

I, A. B.

declare that the consignment of

cwt. of $\frac{\text{beet}}{\text{cane}}$ sugar, of degrees of polarisation, in bags marked and addressed as follows :

and shipped on , 190 , per steamer , consigned to Messrs. & Co. of (*a*)

(*a*) Insert name of port in the United Kingdom or India

(*b*) Insert country of production,

was produced in (*b*)

and exported thence in bond on the

(*c*) Insert name of country.

for transit through (*c*)

(*d*) Insert port of shipment.

to (*d*)

for shipment to India.

I produce and annex to this Declaration the bills of lading and other relevant documents attested by the Customs and other

(*e*) Insert name of place whence the sugar was exported in transit.

officials at (*e*)

(*f*) Insert port of shipment.

and at (*f*)

Shipper's signature.

Certified that I have examined the documents mentioned and believe the foregoing Declaration to be true.

Signature of Consul at foreign port of exportation.

BOMBAY, 30th May 1902.

The SECRETARY, BOMBAY CHAMBER of COMMERCE.

DEAR SIR,—Seeing that there is a chance of other sugars being imported here to an extent which has hitherto been impossible, in view of the extra duty which may be imposed on Continental sugars ; we should be glad if your Committee would consider the advisability of approaching Government with a view to instructing the Customs Authorities to include United Kingdom refined sugar under the same tariff valuation of Rs. 10 per cwt, as the crystallised and soft beet produced in Mauritius and Egypt.—We are, &c.,

S. J. GILLUM, *p. pro.* the Bombay Company, Limited.

BOMBAY CHAMBER OF COMMERCE, 13th June 1902.

The SECRETARY to GOVERNMENT, REVENUE DEPARTMENT, Bombay.

SIR,—It has been brought to the notice of the Committee of the Bombay Chamber of Commerce that one effect of the enhanced duties imposed on certain Continental Sugars will probably be to induce increased importation of other sugars and that for this reason it would be well that Refined Sugar from the United Kingdom should be assigned the same valuation of Rs. 10 per cwt. as is fixed for crystallised and soft beet sugar produced in Mauritius and Egypt.

2. My Committee, considering this suggestion to be equitable, instruct me to communicate it to you with their recommendation, and to express the hope that the Government of Bombay may see their way to addressing the Government of India with a view to its early adoption.—I have, &c.,

FREDERICK NOEL-PATON, Secretary.

No. 4911 OF 1902.

REVENUE DEPARTMENT.

BOMBAY CASTLE, 17th July 1902.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to acknowledge the receipt of your letter dated 13th ultimo on the subject of the classification for tariff purposes of re-

fined sugar imported from the United Kingdom. I am to state for the information of the Chamber that the Government of India has been addressed on the subject.—I have, &c.,

J. MEAD, Under Secretary to Government.

No. 5827 OF 1902.

REVENUE DEPARTMENT.

BOMBAY CASTLE, 21st August 1902.

From W. T. MORISON, ESQ., I.C.S., ACTING SECRETARY to the GOVERNMENT of Bombay, to the SECRETARY, CHAMBER of COMMERCE, Bombay

SIR,—In reply to your letter dated 13th June 1902, suggesting that refined sugar imported from the United Kingdom should be classed with the sugar imported from Mauritius and Egypt under item 8 (5) of schedule IV of the India Tariff Act, I am directed to inform you that the Government of India agree with this Government that no immediate action in the matter is necessary.

2. Some sales of cane sugar from the United Kingdom at Rs. 9-12 and slightly over have been made and a few forward transactions have taken place ; but so far nothing is accurately known as to the quality of the sugar likely to be imported, beyond the fact that sellers say that it is practically the same as Egyptian and the better kind of Mauritius sugar. As no regular market for this sugar has yet been established, the adoption of a tariff value would be premature.—I have, &c.,

W. T. MORISON, Actg. Secy. to Government.

No. 3152 S R.

GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

Service Telegram.

Telegram, dated 7th June 1902, from the SECRETARY to the GOVERNMENT of INDIA, DEPARTMENT of FINANCE and COMMERCE, SIMLA, to the Collector of Customs, Bombay.

This Department's Notification 3131 S. R., dated 6th instant, published to-day, imposes special duty per cwt. of Rs. three, annas three and pies nine on Austro-Hungarian sugar and of rupees two, annas thirteen and pies nine on German sugar in addition to existing duties. These rules apply to sugar, Bill of lading for which was signed and given on or after 23rd May 1902.

Telegram, dated 5th December 1902, from the Secretary, Bombay Chamber of Commerce, to the Secretary to the Government of India, Department of Finance and Commerce, Calcutta :—

"Committee solicit information as to the amount of refund of countervailing duty on imports of Austro-Hungarian Sugar for 1901-1902."

Telegram, dated 6th December 1902, from the Government of India, Finance and Commerce Department, to the Secretary, Bombay Chamber of Commerce :—

"Your telegram yesterday. Total Refund amounted to Rupees 3,35,872."

Telegram, dated 8th December 1902, from Secretary, Bombay Chamber of Commerce to the Secretary to the Government of India, Finance and Commerce Department, Calcutta :—

"Your telegram of sixth. What Committee desire to know is rate per hundredweight of refund countervailing duty. An early reply will oblige."

No. 6587 S. R.

GOVERNMENT OF INDIA.
FINANCE AND COMMERCE DEPARTMENT.

CALCUTTA, 11th December 1902.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—In reply to your telegram of the 8th instant, I am directed to say that the Government of India have not yet received information as to the adjustment of the Austro-Hungarian Sugar bounties for the year 1901-02. Pending the receipt of an official communication on the subject, no refunds will be allowed of the duties levied on sugars which were exported from Austria-Hungary subsequently to the 31st July 1901.—I have, &c.,

R. A. MANT, Under Secy. to the Govt. of India.

APPENDIX R.

NEW CHINESE IMPORT TARIFF.

BOMBAY CHAMBER OF COMMERCE, 12th September 1902.

The following copy of a letter from Sir J. L. Mackay, His Britannic Majesty's Special Commissioner for the revision of the British Treaty of Commerce with China, Shanghai, dated the 31st July 1902, addressed to the Government of India, Finance and Commerce Department, Simla, is circulated for the information of the members of the Bombay Chamber of Commerce.

FREDERICK NOEL-PATON, Secretary.

SHANGHAI, 31st July 1902.

The SECRETARY to the GOVERNMENT of INDIA, FINANCE and COMMERCE DEPARTMENT, Simla.

SIR,—Referring to previous correspondence on the subject of the duty on Cotton yarns in the New Chinese Import Tariff, I have now the honour to state that the duty has been fixed, with the approval of His Majesty's Government, at an uniform rate of 9¼ mace per picul for all yarns, grey or bleached, single or otherwise, except dyed, gassed or mercerised which are to be dutiable at 5 per cent. ad valorem. The uniform rate of 9¼ mace per picul was pressed for strongly by the Chinese Representatives who wished to avoid the inconvenience of being compelled to examine all shipments of yarn, and I understood from your letter of the 22nd April (Finance and Commerce Department No. 166) that this duty will also meet the views of the Government of India.

I have also the honour to state, with reference to my telegram of the 22nd May last inquiring as to the average values of gunny bags and Hessians exported from India to China and to your reply thereto of the 28th May, that the duties on Gunny Bags and Hessians in the New Chinese Import Tariff have been fixed as follows :—

	T.	M.	C.	C.
Gunny Bags				
New.....per 1,000	4	2	5	0
Old .....5 per cent. ad valorem				
Hessians or Burlaps, all weights per 1,000 yards...	2	8	5	0

I trust these duties will prove satisfactory to merchants in India.—I have, &c.,

JAS. L. MACKAY.

THE BRITISH COMMERCIAL TREATY WITH CHINA.

The following is the correct version of the above Treaty, with Annexes, which was signed at Shanghai on Friday, 5th September, 1902 :—His Majesty the King of the United Kingdom of Great Britain and Ireland and of the British Dominions beyond the Seas, Emperor of India, and His Majesty the Emperor of China, having resolved to enter into negotiations with a view to carrying out the provision contained in Article XI. of the Final Protocol signed at Peking on the 7th of September, 1901, under which the Chinese Government agreed to negotiate the amendments deemed useful by the Foreign Governments to the Treaties of Commerce and Navigation and other subjects concerning commercial relations with the object of facilitating them, have for that purpose named as their Plenipotentiaries, that is to say :—His Majesty the King of Great Britain and Ireland, His Majesty's Special Commissioner, Sir James Lyle Mackay, Knight Commander of the Most Eminent Order of the Indian Empire, a member of the Council of the Secretary of State for India, etc. And His Majesty the Emperor of China, the Imperial Commissioners Lu Hai-huan President of the Board of Public Works, etc., and Sheng Hsuan-huai, Junior Guardian of the Heir-Apparent, Senior Vice-President of the Board of Public Works, etc. Who having communicated to each other their respective Full Powers, and found them to be in a good and due form have agreed upon and concluded the following articles :—

Art. I—Delay having occurred in the past in the issue of Drawback Certificates owing to the fact that those documents have to be dealt with by the Superintendent of Customs of a distance from the Customs Office, it is now agreed that Drawback Certificates shall hereafter in all cases be issued by the Imperial Maritime Customs within three weeks of the presentation to the Customs of the papers entitling the applicant to receive such Drawback Certificates. These Certificates shall be valid tender to the Customs Authorities in payment of any duty upon goods imported or exported (transit dues excepted) or shall in the case of Drawbacks on foreign goods re-exported abroad within three years from the date of importation be payable in cash without deduction by the Customs Bank at the place where the import duty was paid. But if in connexion with any application for a Drawback Certificate the Customs Authorities discover an attempt to defraud the revenue the applicant shall be liable to a fine not exceeding five times the amount of the duty whereof he attempted to defraud the Customs or to a confiscation of the goods.

Art. II.—China agrees to take the necessary steps to provide for a uniform national coinage which shall be legal tender in payment of all duties, taxes and other obligations throughout the Empire by British as well as Chinese subjects.

Art. III.—China agrees that the duties and likin combined levied on goods carried by junks from Hongkong to the Treaty Port in the Canton Province and *vice versa*, shall together not be less than the duties charged by the Imperial Maritime Customs on similar goods carried by steamer.

Art. IV.—Whereas questions have arisen in the past concerning the right of Chinese subjects to invest money in non-Chinese enterprises and companies, and whereas it is a matter of common knowledge that large sums of Chinese capital are so invested, China hereby agrees to recognise the legality of all such investments, past, present and future. It being, moreover, of the utmost importance that all shareholders in a Joint Stock Company should stand on a footing of perfect equality as far as mutual obligations are concerned, China further agrees that Chinese subjects who have or may become shareholders in any British Joint Stock Company shall be held to have accepted, by the very act of becoming shareholders, the Charter of Incorporation or Memorandum and Articles of Association of such Company and regulations framed thereunder as interpreted by British Courts, and that Chinese companies shall enforce compliance therewith by such Chinese shareholders, if a suit to that effect be entered, provided always that their liability shall not be other or greater than that of British shareholders in the same Company. Similarly the British Government agree that British subjects investing in Chinese companies shall be under the same obligations as the Chinese shareholders in such companies. The foregoing shall not apply to cases which have already been before the Courts and been dismissed.

Art. V.—The Chinese Government undertake to remove within the next two years the artificial obstructions to navigation in the Canton River. The Chinese Government also agree to improve the accommodation for shipping in the harbour of Canton and to take the necessary steps to maintain that improvement, such work to be carried out by the Imperial Maritime Customs, and the cost thereof to be defrayed by a tax on goods landed and shipped by British and Chinese alike according to a scale to be arranged between the merchants and Customs. The Chinese Government are

aware of the desirability of improving the navigability by steamer of the waterway between Ichange and Chungking, but are also fully aware that such improvement might involve heavy expense and would affect the interests of the population of the provinces of Szechuen, Hunam, and Hupeh It is, therefore, mutually agreed that until improvements can be carried out, steamship owners shall be allowed subject to approval by the Imperial Maritime Customs, to erect, at their own expense, appliances for hauling through the rapids. Such appliances shall be at the disposal of all vessels, both steamers and junks, subject to regulations to be drawn up by the Imperial Maritime Customs. These appliances shall not obstruct the waterway or interfere with the free passage of junks. Signal stations and channel marks where and when necessary shall be erected by the Imperial Maritime Customs. Should any practical scheme be presented for improving the waterway and assisting navigation without injury to the local population or cost to the Chinese Government, it shall be considered by the latter in a friendly spirit.

Art. VI.—The Chinese Government agree to make arrangement to give increased facilities at the open ports for bonding and repacking merchandise in bond, and, on official representation being made by the British Authorities, to grant the privileges of a bonded warehouse to any warehouse which it is established to the satisfaction on the Customs Authorities affords the necessary security to the revenue. Such warehouses will be subject to regulations, including a scale of fees according to commodities, distance from Custom House and hours of working, to be drawn up by the Customs' Authorities who will meet the convenience of merchants so far as is compatible with the protection of the revenue.

Art. VII.—Inasmuch as the British Government afford protection to Chinese trade marks against infringement, imitation, or colourable imitation by British subjects, the Chinese Government undertake to afford protection to British trade marks against infringement, imitation, or colourable imitation by Chinese subject. The Chinese Government further undertake that the Superintendents of Northern and of Southern trade shall establish offices within their respective jurisdictions under control of the Imperial Maritime Customs where foreign trade marks may be registered on payment of a reasonable fee.

Art. VIII.—Preamble: The Chinese Government recognising that the system of levying likin and other dues on goods at the place of production in transit and at destination impedes the free circulation of

commodities and injures the interests of trade, hereby undertake to discard completely those means of raising revenue with the limitation mentioned in Section 8. The British Government in return consent to allow a surtax in excess of the Tariff rates for the time being in force to be imposed on foreign goods imported by British subjects and a surtax in addition to the export duty on Chinese produce destined for export abroad or coastwise. It is clearly understood that, after likin barriers and other stations for taxing goods in transit have been removed, no attempt shall be made to revive them in any form or under any pretext whatsoever; that in no case shall the surtax on foreign imports exceed the equivalent of one and-a-half times the import duty leviable in terms of the Final Protocol signed by China and the Powers on the 7th day of September, 1901; that payment of the import duty and surtax shall secure for foreign imports, whether in the hands of Chinese or non-Chinese subjects, in original packages or otherwise, complete immunity from all other taxation, examination or delay; that the total amount of taxation leviable on native produce for export abroad shall, under no circumstances, exceed 7½ per cent. *ad valorem*. Keeping these fundamental principles steadily in view, the High Contracting Parties have agreed upon the following methods of procedure:

Section 1.—The Chinese Government undertake that all barriers of whatsoever kind, collecting likin or such like dues or duties, shall be permanently abolished on all roads, railways, and waterways in the Eighteen Provinces of China and the Three Eastern Provinces. This provision does not apply to the Native Custom Houses at present in existence on the seaboard or waterways, at Open Ports, on land routes, and on land frontiers of China.

Section 2.—The British Government agrees that foreign goods on importation, in addition to the effective 5 per cent. import duty as provided for in the Protocol of 1901, shall pay a special surtax equivalent to one and a-half times the said duty to compensate for the abolition of likin, of transit dues in lieu of likin, and of all other taxation on foreign goods, and in consideration of the other reforms provided for in this Article; but this provision shall not impair the right of China to tax salt, native opium and native produce as provided for in Sections 3, 5, 6 and 8. The same amount of surtax shall be levied on goods imported into the Eighteen Provinces of China and the Three Eastern Provinces across the land frontiers as on goods entering China by sea.

Section 3.—All Native Custom Houses now existing, whether at the Open Ports, on the seaboard, on rivers, inland waterways, land routes or

land frontiers, as enumerated in the Hu Pu and Kung Pu *Tse Li* (Regulations of the Board of Revenue and Works), and *Ta Ching Hui Tien* (Dynastic Institutes), may remain ; a list of the same, with their location, shall be furnished to the British Government for purposes of record. Wherever there are Imperial Maritime Custom Houses, or wherever such may be hereafter placed, Native Custom Houses may be also established ; as well as at any points either on the seaboard or land frontiers.

The location of Native Custom Houses in the interior may be changed as the circumstances of trade seem to require, but any change must be communicated to the British Government, so that the list may be corrected ; the originally stated number of them shall not, however, be exceeded. Goods carried by junks or sailing-vessels trading to or from Open Ports shall not pay lower duties than the combined duties and surtax on similar cargo carried by steamers. Native produce, when transported from one place to another in the interior, shall, on arrival at the first Native Custom House after leaving the place of production, pay duty equivalent to the export surtax mentioned in Section 7. When this duty has been paid, a certificate shall be given which shall describe the nature of the goods, weight, number of packages, etc., amount of duty paid and intended destination. The certificate, which shall be valid for a fixed period of not less than one year from date of payment of duty, shall free the goods from all taxation, examination, delay, or stoppage at any other Native Custom House passed *en route*. If the goods are taken to a place not in the foreign settlements or concession of an Open Port, for local use, they become there liable to the consumption tax described in Section 8. If the goods are shipped from an Open Port the certificate is to be accepted by the Custom House concerned in lieu of the Export Surtax mentioned in Section 7. Junks, boats, or carts shall not be subjected to any taxation beyond a small and reasonable charge paid periodically at a fixed annual rate. This does not exclude the right to levy as at present tonnage (Chuan Chao) and port dues (Chuan Liao) on Junks.

Section 4.—Foreign opium duty and present likin—which latter will now become a surtax in lieu of likin—shall remain as provided for by existing treaties.

Section 5.—The British Government have no intention whatever of interfering with China's right to tax native opium, but it is essential to declare that in her arrangements for levying such taxation, China will not subject other goods to taxation, delay or stoppage. China is free to retain at important points on the borders of each province- either on

land or water—offices for collecting duty on native opium where duties or contribution leviable shall be paid in one lump sum, which payment shall cover taxation of all kinds within that province. Each cake of opium will have a stamp affixed as evidence of duty payment. Excise officers and police may be employed in connection with these offices ; but no barriers or other obstructions are to be erected, and the excise officers or police of these offices shall not stop or molest any other kinds of goods, or collect taxes thereon. A list of these offices shall be drawn up and communicated to the British Government for record.

Section 6.—Likin on salt is hereby abolished and the amount of said likin and of other taxes and contributions shall be added to the salt duty, which shall be collected at place of production or at first station after entering the province where it is to be consumed. The Chinese Government shall be at liberty to establish salt reporting offices at which boats conveying salt which is being moved under salt passes or certificates may be required to stop for purposes of examination and to have their certificates, *vised*, but at such offices no likin or transit taxation shall be levied and no barriers or obstructions of any kind shall be erected.

Section 7.—The Chinese Government may recast the Export Tariff with specific duties as far as practicable, on a scale not exceeding five per cent. *ad valorem* ; but existing export duties shall not be raised until at least six months' notice has been given.

In cases where existing export duties are above five per cent., they shall be reduced to not more than that rate. An additional special surtax of one half the export duty payable for the time being, in lieu of internal taxation and likin, may be levied at time of export on goods exported either to foreign countries or coastwise. In the case of silk, whether hand or filature reeled, the total export duty shall not exceed a specific rate equivalent to not more than five per cent., *ad valorem*. Half of this specific duty may be levied at the first Native Custom House in the interior which the silk may pass and in such case a certificate shall be given as provided for in Section 3, and will be accepted by the Custom House concerned at place of export in lieu of half the export duty. Cocoons passing Native Custom Houses shall be liable to no taxation whatever. Silk not exported but consumed in China is liable to the consumption tax mentioned and under conditions mentioned in Section 8.

Section 8.—The abolition of the likin system in China and the abandonment of all other kinds of internal taxation on foreign imports and

on exports will diminish the revenue materially. The surtax on foreign imports and exports and on coastwise export is intended to compensate in a measure for this loss of revenue but there remains the loss of likin revenue on internal trade to be met, and it is, therefore, agreed that the Chinese Government are at liberty to impose a Consumption Tax on articles of Chinese origin not intended for export. This tax shall be levied only at places of consumption and not on goods while in transit, and the Chinese Government solemnly undertake that the arrangements which they may make for its collection shall in no way interfere with foreign goods or with native goods for export, the fact of goods being of foreign origin shall of itself free them from all taxation, delay, or stoppage, after having passed the Custom House. Foreign goods which bear a similarity to native goods shall be furnished by the Custom House, if required by the owner, with a protective certificate for each package, on payment of import duty and surtax, to prevent the risk of any dispute in the interior. Native goods brought by junks, to Open Ports, if intended for local consumption—irrespective of the nationality of the owner of the goods—shall be reported at the Native Custom House only, where the consumption tax may be levied. China is at liberty to fix the amount of this (consumption) tax which may vary according to the nature of the merchandise concerned, that is to say, according as the articles are necessaries of life or luxuries ; but it shall be levied at a uniform rate on goods of the same description no matter whether carried by junk, sailing vessel, or steamer. As mentioned in Section 3, the Consumption Tax is not to be levied within foreign settlements or concessions.

Section 9.—An excise equivalent to double the import duty as laid down in the Protocol of 1901, is to be charged on all machine-made yarn and cloth manufactured in China, whether by foreigners at the Open Ports or by Chinese anywhere in China. A rebate of the import duty and two-thirds of the Import Surtax is to be given on raw cotton imported from foreign countries and of all duties including Consumption Tax, paid on Chinese raw cotton used in Mills in China. Chinese machine-made yarn or cloth having paid excise is to be free of Export Duty, Export Surtax, Coast Trade Duty, and Consumption Tax. This Excise is to be collected through the Imperial Maritime Customs. The same principles and procedure are to be applied to all other products of foreign type turned out by machinery, whether by foreigners at the Open Ports or by Chinese anywhere in China. This stipulation is not to apply to the outturn of the Hanyang and Ta Yeh Iron Works in Hupeh and other similar existing Government Works at present exempt from taxation ; or to that of Arsenals, Government Dockyards, or establishments of that nature for Government purposes which may hereafter be erected.

Section 10.—A member or members of Imperial Maritime Customs Foreign Staff shall be selected by each of the Governor-General and Governors, and appointed, in consultation with the Inspector-General of Imperial Maritime Customs to each province for duty in connection with Native Customs, affairs, Consumption Tax, Salt and Native Opium Taxes. These officers shall exercise an efficient supervision of the working of these departments and in the event of their reporting any case of abuse, illegal exaction, obstruction to the movement of goods, or other cause of complaint the Governor-General or Governor concerned will take immediate steps to put an end to same.

Section 11.—Cases where illegal action as described in this article is complained of shall be promptly investigated by an officer of the Chinese Government of sufficiently high rank in conjunction with a British officer and an officer of the Imperial Maritime Customs, each of sufficient standing and in the event of its being found by a majority of the investigating officers that the complaint is well founded and loss has been incurred, due compensation is to be at once paid from the Surtax funds through the Imperial Maritime Customs at the nearest open port. The High Provincial Officials are to be held responsible that the officer guilty of the illegal action shall be severely punished and removed from his post. If the complaint turn out to be without foundation, complainant shall be held responsible for the expenses of the investigation. His Britannic Majesty's Minister will have the right to demand investigation where from the evidence before him he is satisfied that illegal exactions or obstructions have occurred.

Section 12.—The Chinese Government agree to open to foreign trade, on the same footing as places opened to foreign trade by the Treaties of Nanking and Tientsin, the following places, namely :—

Ch'angsha in Hunan ;
Wanhsien in Szechuen ;
Nganking in Anhui ;
Waichow (Hui-chow) in Kuangtung ; and Kongmoon (Chiang-men) in Kuangtung.

Foreigners residing in these Open Ports are to observe the Municipal and Police Regulations on the same footing as Chinese residents, and they re not to be entitled to establish Municipalities and Police of their own within the limits of these Treaty Ports except with the consent of the Chinese authorities. If this article does not come into operation, the right to demand under it the opening of these ports with the exception of Kongmoon, which is provided for in Article 10, shall lapse.

Section 13.—Subject to the provisions of Section 14, the arrangements provided for in this Article are to come into force on 1st January, 1904. By that date all likin barriers shall be removed and officials employed in the collection of taxes and dues prohibited by this Article shall be removed from their posts.

Section 14.—The condition on which the Chinese Government enter into the present engagements is that all Powers entitled to most favoured nation treatment in China enter in the same engagements as Great Britain with regard to the payment of surtaxes and other obligations imposed by this Article on His Britannic Majesty's Government and subjects. The conditions on which His Britannic Mejesty's Government enter into present engagement are :—

(1) That all Powers who are now or who may hereafter become entitled to most favoured nation treatment in China enter into the same engagements ; (2) and that their assent is neither directly nor indirectly made dependent on the granting by China of any political concession, or of any excusive commercial concession.

Section 15.—Should the Powers entitled to most favoured nation treatment by China have failed to agree to enter into the engagements undertaken by Great Britain under this Article by the 1st January, 1904, then the provisions of the Article shall only come into force when all the Powers have signified their acceptance of these engagements.

Section 16.—When the abolition of likin and other forms of internal taxation on goods as provided for in this Article has been decided upon and sanctioned, an Imperial Edict shall be published in due form on yellow paper and circulated, setting forth the abolition of all likin taxation, likin barriers, and all descriptions of internal taxation on goods, except as provided for in this Article. The Edict shall state that the Provincial high Officials are responsible that any officials disregarding the letter or spirit of its injunction shall be severely punished and removed from his post.

Art. IX.—The Chinese Government, recognising that it is advantageous for the country to develop its mineral resources and that it is desirable to attract foreign as well as Chinese capital to embark in mining enterprise, agree within one year from the signing of this Treaty to initiate and conclude the revision of the existing Mining Regulations, China will, with all expedition and earnestness, go into the whole question of Mining Rules and selecting from the rules of Great Britain,

India, and other countries, regulations which seem applicable to the condition of China, she will recast her present Mining Rules in such a way as, while promoting the interests of Chinese subjects and not injuring in any way the sovereign rights of China, shall offer no impediment to the attraction of foreign capital or place foreign capitalists at a greater disadvantage than they would be under generally accepted foreign regulations. Any Mining concession granted after the publication of these new Rules shall be subject to their provisions.

Art. X.—Whereas in the year 1898 the Inland Waters of China were opened to all such steam vessels, native or foreign, as might be especially registered for that trade at the Treaty Ports, and whereas the Regulations dated 28th July, 1898, and Supplementary Rules dated September, 1898, have been found in some respects inconvenient in working, it is now mutually agreed to amend them and to annex such new Rules to this Treaty. These rules shall remain in force until altered by mutual consent. It is further agreed that Kongmoon shall be opened as a Treaty Port, and that, in addition to the places named in special Article of the Burma Convention of 4th February 1897, British steamers shall be allowed to land or ship cargo and passengers, under the same regulations as apply to the "Ports of Call" on the Yangtze River, at the following "Ports of Call" Pau Tan Hau (Pai-t'u k'ou), Lo Ting Hau (Lo-ting k'ou), and Do Sing (Tou-ch'eng); and to land or discharge passengers at the following ten passengers landing stages on the West River:—Yung Ki (Jung-chi), Mah Ning (Maning), Kau Kong (Chiu-chiang). Kulow (Ku-lau), Wing On (Yung-an), How lik (Houli), Luk Pu (Lu-Pu), Yuet Sing (Yueh-ch'eng), Luk To (Lu-tu) and Fung Chuen (Feng-ch'uan). We would, however, wish to point out that were the whole amount of the allocation due paid over to the Provinces, unnecessary expense would be incurred in the retransmission by them of such portions thereof as would have to be remitted to Peking in place of the contributions hitherto payable out of likin revenue. The amount, therefore, of the allocation due to the Provinces arranged between them and the Board of Revenue will be retained in the hands of the Maritime Customs, who will await the instructions of the Provinces in regard to the remittance of such portion thereof as may be necessary to fulfil their obligations and (on receipt of these instructions) will send forward the amount direct. The balance will be held to the order of the Provinces. In so far a likin is pledged to the service of the 1898 loan, a similar method of porcedure will be adopted.

As you request that this correspondence be annexed to the Treaty we have the honour to state that we see no objection to this being done.

ANNEX C.

INLAND WATERS STEAM NAVIGATION.

ADDITIONAL RULES.

1. British steam-ship owners are at liberty to lease warehouses and jetties on the banks of water-ways from Chinese subjects for a term not exceeding 25 years, with option of renewal on terms to be mutually arranged. In cases where British merchants are unable to secure warehouses and jetties from Chinese subjects on satisfactory terms, the local officials, after consultation with the Minister of Commerce, shall arrange to provide these on renewable lease as above mentioned at current equitable rates.

2. Jetties shall only be erected in such position, that they will not obstruct the inland waterway or interfere with navigation, and with the sanction of the nearest Commissioner of Customs ; such sanction, however, shall not be arbitrarily withheld.

3. British merchants shall pay taxes and contributions on these warehouses and jetties on the same footing as Chinese proprietors of similar properties in the neighbourhood. British merchants may only employ Chinese agents and staff to reside in warehouses so leased at places touched at by steamers engaged in inland traffic to carry on their business ; but British merchants may visit these places from time to time to look after their affairs. The existing rights of Chinese jurisdiction over Chinese subjects shall not by reason of this clause be diminished or interfered with in any way.

4. Steam vessels navigating the inland waterways of China shall be responsible for loss caused to reparian proprietors by damage which they may do to the banks or works on them and for the loss which may be caused by such damage. In the event of China desiring to prohibit the use of some particular shallow waterways by launches because there is reason to fear that the use of it by them would be likely to injure the banks and cause damage to the adjoining country, the British authorities, when appealed to, shall, if satisfied of the validity of the objection, prohibt the use of that waterway by British launches, provided that Chinese launches, are also prohibited from using it. Both Foreign and Chinese launches, are prohibited from crossing dams and weirs at present in existence on inland waterways where they are likely to cause injury to such works, which would be detrimental to the water service of the local people.

5. The main object of the British Government in desiring to see the inland waterways of China opened to steam navigation being to afford facilities for the rapid transport of both foreign and native merchandise, they undertake to offer no impediment to the transfer to a Chinese company and the Chinese flag of any British steamer which may now or hereafter be employed on the inland waters of China, should the owner be willing to make the transfer. In event of a Chinese company registered under Chinese law being formed to run steamers on the inland waters of China, the fact of British subjects holding shares in such a company shall not entitle the steamers to fly the British flag.

6. Registered steamers and their tows are forbidden, just as junks have always been forbidden to carry contraband goods. Infraction of this rule will entail the penalties prescribed in the treaties for such an offence, and cancellation of the inland Waters Navigation Certificate carried by the vessels, which will be prohibited from thereafter plying on inland waters.

7. As it is desirable that the people living inland should be disturbed as little as possible by the advent of steam vessels to which they are not accustomed, inland waters not hitherto frequented by steamers shall be opened as gradually as may be convenient to merchants and only as the owners of steamers may see prospect of remunerative trade.

In cases where it is intended to run steam vessels on waterways on which such vessels have not hitherto run, intimation shall be made to the Commissioners of Customs at the nearest open port, who shall report the matter to the Minister of Commerce. The latter in conjunction with the Governor-General or Governor of the province, after careful consideration of all the circumstances of the case, shall at once give their approval.

8. A registered steamer may ply within the waters of a port or from one open port or ports to another open port or ports, or from one open port or ports to places inland, and thence back to such port or ports. She may, on making due report to the Customs, land or ship passengers or cargo at any recognised places of trade passed in the course of the voyage ; but may not ply between inland places exclusively, except with the consent of the Chinese Government.

9. Any cargo and passenger boats may be towed by steamers. The helmsman and crew of any boat towed shall be Chinese. All boats, irrespective of ownership, must be registered before they can proceed inland.

10. These Rules are supplementary to the Inland Steam Navigation Regulation of July and September, 1898. The latter where untouched by the present Rules, remain in full force and effect ; but the present rules hold in the case of such of the former Regulations as the present Rules affect. The present Rules, and the Regulations of July and September 1898, to which they are supplementary, are provisional, and may be modified, as circumstances require, by mutual consent.

Done at Shanghai this fifth day of September in the year of Our Lord, 1902, ; corresponding with the Chinese date, the fourth day of the eighth moon of the twenty-eighth year of Kwang Hsu.

JAS. L. MACKAY.

ANNEX A—(2.)

SHANGHAI, 18th August, 1902.

GENTLEMEN,—I have the honour to acknowledge the receipt of your despatch of the 14th instant, forwarding copy of a telegram from His Excellency Liu, Governor-General of the Liang Chiang on the subject of Article II of the new Treaty, and in reply I have the honour to state that His Excellency's understanding of the Article is perfectly correct. I presume the Chinese Government will make arrangements for the coinage of a national silver coin of such weight and touch as may be decided upon by them. These coins will be made available to the public in return for a quantity of silver bullion of equivalent weight and fineness plus the usual mintage charge. The coins which will become the national coinage of China will be declared by the Chinese Government to be legal tender in payment of Customs duty and in discharge of obligations contracted in Haikwan teals, but only at their proportionate value to the Haikwan teal, whatever that may be.

I have the honour to be,
Gentlemen,
Your obedient Servant,
JAS. L. MACKAY.

Their Excellencies
LU HAI-HUAN and SHENG HSUNA-HUAI.,
etc., etc., etc.,

ANNEX B—(1.)

(Translation.)

Lu, President of the Board of Works ;

Lheng, Junior Guardian of the Heir-Apparent, Vice-President of the Board of Works ;

Imperial Chinese Commissioners for dealing with questions connected with the Commercial Treaties, to

Sir James L. Mackay, His Britannic Majesty's Special Commissioner.

SHANGHAI, 2nd September 1902.

We have the honour to inform you that on the 22nd of August, we, in connection with the Governor-General of the Liang Chiang and the Hu-kuang Provinces, Their Excellencies Liu and Chang, addressed the following telegraphic Memorial to the Throne :—

" Of the revenue of the different Provinces derived from likin of all kinds, a portion is appropriated for the service of the foreign loans, a portion for the Peking Government and the balance is reserved for the local expenditure of the Provinces concerned. In the negotiations now being conducted with Great Britain for the amendment of the commercial Treaties, a mutual arrangement has been come to providing for the imposition of additional taxes, in compensation for the abolition of all kinds of likin and other imposts on goods, prohibited by Article VIII. After payment of the interest and sinking fund on the existing foreign loan to the extent to which likin is thereto pledged these additional taxes shall be allocated to the various Provinces to make up deficiencies and replace revenue, in order that no hardships may be entailed on them. With a view to preserving the original intention underlying the proposal to increase the duties in compensation for the loss of revenue derived from likin and other imposts on goods, it is further stipulated that the surtaxes shall not be appropriated for other purposes, shall not form part of the Imperial Martime Customs revenue proper, and shall in no case be pledged as security for any new foreign loan. It is therefore necessary to memorialise for the issue of an Edict, giving effect to the above stipulations and directing the Board of Revenue to find out what proportion of the provincial revenues derived from likin of all kinds, now about to be abolished, each Province has hitherto had to remit, and what proportion it has been entitled to retain,. so that, when the Article comes into operation, due apportionment may be made accordingly, thus providing the Provinces with funds available for local expenditure and displaying equitable and just treatment towards all."

On the 1st instant, an Imperial Decree " Let action, as requested, be taken," was issued, and we now do ourselves the honour reverently to transcribe the same for your information.

ANNEX B—(2.)

SHANGHAI, 5th September, 1902.

GENTLEMEN,—I have the honour to acknowledge the receipt of your despatch of the 2nd instant, forwarding the text of the Memorial and decree dealing with the disposal of the surtaxes. I understand that the surtaxes in addition to not being pledged for any new foreign loan are not to be pledged to, or held to be security for, liabilities already contracted by China except in so far as likin revenue has already been pledged to an existing loan. I also understand from the Memorial that the whole of the surtaxes provided by Article VIII of the New Treaty goes to the Provinces in proportion to be agreed upon between them and the Board of Revenue, but that out of these surtaxes each Province is obliged to remit to Peking the same contribution as that which it has hitherto remitted out of its likin collections and that the Provinces also provide as hitherto out of these surtaxes funds whatever may be necessary for the service of the foreign loan to which likin is partly pledged. I hope your Excellencies will send me a reply to this despatch and that you will agree to this correspondence forming part of the Treaty as an Annex.

I have the honour to be,
Gentlemen,
Yours obedient servant,
JAS. L. MACKAY.

Their Excellencies
Lu Hai-huan and Sheng Hsuan-huai.
etc., etc., etc.

ANNEX B—(3.)
(Translation.)

Lu, President of the Board of Works ;

Sheng, Junior Guardian of the Heir-Apparent, Vice-President of the Board of Works ;

Imperial Chinese Commissioners for dealing with questions connected with the Commercial Treaties, to Sir James L. Mackay, His Britannic Majesty's Special Commissioner.

SHANGHAI, 5th September 1902.

We have the honour to acknowledge the receipt of your communication of to-day's date with regard to the allocation of the surtax funds allotted to the Provinces, and to inform you that the views therein expressed are the same as our own.

Art. XI.—His Britannic Majesty's Government agree to the prohibition of the general importation of morphia into China, on condition, however, that the Chinese Government will allow of its importation, on payment of the Tariff import duty and under special permit, by duly-qualified British medical practitioners and for the use of hospitals or by British Chemists and druggists who shall only be permitted to sell it in small quantities and on receipt of a requisition signed by a duly-qualified foreign medical practitioner. The special permits above referred to will be granted to an intending importer on his signing a bond before a British Consul guaranteeing the fulfilment of these conditions. Should an importer be found guilty before a British Consul of a breach of his bond, he will not be entitled to take out another permit. Any British subject importing morphia without a permit shall be liable to have such morphia confiscated. This Article will come into operation on all other Treaty Powers agreeing to its conditions, but any morphia actually shipped before that date will not be affected by this prohibition.

The Chinese Government on their side undertake to adopt measures at once, to prevent the manufacture of morphia in China.

Art. XII.—China having expressed a strong desire to reform her judicial system and to bring it into accord with that of Western nations. Great Britain agrees to give every assistance to such reform, and she will also be prepared to relinquish her extra-territorial rights when she is satisfied that the state of the Chinese laws, the arrangement for their administration and other considerations warrant her in so doing.

Art. XIII.—The missionary question in China being, in the opinion of the Chinese Government, one requiring careful consideration, so that, if possible, troubles such as have occurred in the past may be averted in the future, Great Britain agrees to join in a Commission to investigate this question, and, if possible, to devise means for securing permanent peace between converts and non-converts, should such a Commission be formed by China and the Treaty Powers interested.

Art. XIV.—Whereas under Rule V appended to the Treaty of Tientsin of 1858, British merchants are permitted to export rice and all other grain from one port of China to another under the same conditions in respect of security as copper "cash," it is now agreed that in cases of expected scarcity of famine from whatsoever cause in any district the Chinese Government shall on giving twenty-one days' notice be at liberty to prohibit the shipment of rice and other grain from such district. Should any vessel specially chartered to load rice or grain previously contracted

for, have arrived at her loading port prior to or on the day when a notice of prohibition to export comes into force, she shall be allowed an extra week, in which to ship her cargo. If during the existence of this prohibition, any shipment of rice or grain is allowed by the authorities the prohibition shall *ipso facto* be considered cancelled and shall not be re-imposed until six weeks' notice has been given. When a prohibition is notified, it will be stated whether the Government have any Tribute or Army Rice which they intend to ship during the time of prohibition, and, if so, the quantity shall be named. Such rice shall not be included in the prohibition, and the Customs shall keep a record of any Tribute or Army Rice so shipped or landed. The Chinese Government undertake that no rice other than Tribute or Army Rice belonging to the Government shall be shipped during the period of prohibition. Notifications of prohibitions, and of the quantities of Army or Tribute Rice for shipment shall be made by the Governors of the Provinces concerned. Similarly, notifications of the removals of prohibitions shall be made by the same authorities. The export of rice and other grain to foreign countries remains prohibited.

Art. XV.—It is agreed that either of the High Contracting Parties to this Treaty may demand a revision of the Tariff at the end of 10 years, but if no demand be made on either side within 6 months after the end of the first 10 years then the Tariff shall remain in force for 10 years more reckoned from the end of the preceding 10 years and so it shall be at the end of each successive 10 years. Any Tariff concession which China may hereafter accord to articles of the produce or manufacture of any other State shall immediately be extended to similar articles of the produce or manufacture of His Britannic Majesty's Dominions by whomsoever imported. Treaties already existing between the United Kingdom and China shall continue in force in so far as they are not abrogated or modified by stipulations of the present Treaty.

Art. XVI.—The English and Chinese Texts of the present Treaty have been carefully compared, but in the event of there being any difference of meaning between them, the sense as expressed in the English text shall be held to be the correct sense.

The ratifications of this Treaty, under the hand of His Majesty the King of Great Britain and Ireland and of His Majesty the Emperor of China respectively shall be exchanged at Peking within a year from this day of signature.

In token whereof the respective Plenipotentiaries have signed and sealed this Treaty, two copies in English and two in Chinese.

Done at Shanghai this fifth day of September in the year of Our Lord 1902 : corresponding with the Chinese date, the fourth day of the eighth moon of the twenty-eighth year of Kwang Hsu.

JAS. L. MACKAY.

ANNEX AA—(1)

(Translation.)

Lu, President of the Board of work ;
Sheng, Junior Guardian of the Heir-Apparent, Vice-President of the Board of works ;

Imperial Chinese Commissioners, for dealing with questions connected with the Commercial Treaties, to,

Sir James Mackay, His Britannic Majesty's Special Commissioner for the discussion of Treaty matters.

Shanghai : K. H. XXVIII., 7th moon, 11th day.

Received 15th August 1902.

We have the honour to inform you that we have received the following telegram from His Excellency Liu, Governor-General of the Liang Chiang, on the subject of Clause II, mutually agreed upon by us : "As regards this clause, it is necessary to insert therein a clear stipulation, to the effect that, no matter what changes may take place in the future, all Customs duties must continue to be calculated on the basis of the existing higher rate of the Haikwan Tael over the Treasury Tael and that 'the touch' and weight of the former must be made good." As we have already arranged with you that a declaration of this kind should be embodied in an official Note, and form an annex to the present Treaty, for purposes of record; we hereby do ourselves the honour to make this communication.

APPENDIX S.

DOCKS.

DELAY IN DELIVERY OF IRON.

BOMBAY CHAMBER OF COMMERCE, 24th January 1902.

The SECRETARY, BENGAL CHAMBER of COMMERCE, KARACHI CHAMBER of COMMERCE.

DEAR SIR,—Certain difficulties being found to attend the clearance of iron in the Bombay Docks and a Sub-Committee having been appointed to consider the matter, I have been instructed to beg that you will favour the members with information as to the procedure adopted in your port in this particular respect.

The points on which information is specially desired are as follows:—

When a cargo of iron is discharged how do the various consignees obtain delivery ?

How and by whom are the goods of the respective consignees separted ?

How and by whom are the goods of the respective consignees stacked after they have been separated ?

Is the method such that in the event of a dispute about one part of the cargo, the goods of other merchants are held in suspense ?—Yours, &c.,

FREDERICK NOEL-PATON, Secretary.

KARACHI CHAMBER OF COMMERCE, 29th January 1902.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—I beg to acknowledge the receipt of your letter of 24th instant, on the subject of the clearance of consignments of iron, and the procedure at this port in connection therewith.

I am directed to state in reply :—

Question. 1.—Cargoes of iron, as also all other merchandise are discharged into Railway waggons, and brought into the Imports Yard, by contractors to the Port Trust, and there delivered to consignees by the Trust Authorities.

Questions 2 & 3.—By the Port Trust Contractors, who separate and stack according to marks. When, however, as sometimes happens, by reason of the mixing of consignments on board, or the obliteration of marks from rust, &c., extra labour in sorting is necessary, a charge of 2 annas per ton is levied by the Trust, and equally divided between the ship and the consignee.

Questions 4 & 5.—The system in operation at Karachi seems to work as satisfactorily as might be expected, considering the liability of such cargoes to be landed in a mixed condition, and with marks obliterated.—Yours, &c.,

C. H. CHETHAM, Secretary.

BENGAL CHAMBER of COMMERCE.

CALCUTTA, 6th March 1902.

No. 307—1902.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—In continuation of my letter No. 206—1902 of 10th February 1902, and in reply to the enquiries in your letter of 24th January as to the procedure adopted in this port with regard to the clearance of iron, I am now able to furnish you with the following information, which has been placed at my disposal by the Vice-Chairman of the Port Commissioners.

Iron when landed is carefully sorted by the Commissioners' men not only mark by mark, if any are visible, but sizes are also kept separate. The iron is stacked on the ground between the sheds, and two of the Commissioners' best and most senior Tallymen are always put on to attend to the landing, sorting, and delivering. These men are now so accustomed to the handling and sorting of iron that they have become quite expert at it. A list of all the iron on board each steamer is made by the Tallymen in charge of iron on the back of the duplicate manifest and also in their tally books, and when consignees produce their invoices which give the sizes of each consignee's iron, this is also copied into their tally-books which enables them at the time of delivery to be practically certain that each consignee gets his own lot.

The Commissioners in conjunction with the ship's Agents give direct delivery to the consignees according to their invoices, quantities and sizes, and do not allow the consignees to interfere at all in the matter.

Four clear days after the date of landing are allowed, if the iron is landed clearly marked, but if mixed, five clear days are allowed, provided the shed officer is furnished with copies of invoices within 24 hours of the vessel breaking bulk, otherwise rent is charged after four days of landing if delivery is not taken.—Yours, &c.,

W. PARSONS, Secretary.

BOMBAY CHAMBER OF COMMERCE, 27th June 1902.

The SECRETARY, BOMBAY PORT TRUST.

SIR,—Some time ago the serious delays attending the delivery of Iron and Steel in the Bombay Docks were formally brought to the notice of the Committee of the Chamber and the matter was referred to a Special Committee. At that time it was understood that the matter was occupying the attention of the Trustees and that proposals would shortly be formulated by them for removal of the difficulties encountered. It was, therefore, considered best to await the announcement of those proposals ; but since nothing further has been heard of them and renewed complaints have been received on the same subject, I am now directed to beg that you will inform my Committee as to whether any measures have been or are about to be taken in the matter, and as to the nature of such measures.—I have, &c.,

FREDERICK NOEL-PATON, Secretary.

BOMBAY PORT TRUST.

No. 3882.

SECRETARY'S OFFICE, BALLARD ROAD,

BOMBAY, 1st August, 1902.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—Referring to your letter dated 27th June 1902, relating to the delays attending the delivery of iron and steel at the Docks, I am directed to state that the subject engaged the serious consideration of the

Board early in the year and proposals were framed for a change of system which it was believed were calculated to remove the cause of complaint. These proposals involved a considerable enhancement of the Dock charges on iron and depended for their success to a large extent on the Board being able to secure the assistance of an expert in the trade, independent of the influence of those directly interested.

2. The scheme presented certain difficulties and after discussion it was decided not to proceed with it pending a further representation from the trade, it being moreover understood that those most concerned were not for the time being desirous of any change.

3. On receipt of your letter and of further representations from certain importers and Steamship Agents consideration of the matter was resumed and after prolonged discussion a Committee of the Board have come to the conclusion that tentative procedure on lines admitting of expansion and enlargement in the direction of a more complete control of deliveries is the most advisable course to adopt.

4. They propose accordingly to advise the Board to the following effect :—

I.—That all iron and steel shall be sorted according to sizes by the Trustees' Contractors as far as possible as landed a charge being made on the ship of 3 annas a ton to cover the cost. (See para. 3 page 20 of Dock Rate Book.)

Note.—" As far as possible " refers to iron and steel landed at night which must of necessity be separately sorted next day.

II.—As soon as all the iron $\frac{\text{and}}{\text{or}}$ steel is landed and sorted notice shall be given to consignees and 7 free days will be allowed from the date of such notice.

III.—Any iron or steel not taken delivery of within the free days or allowed to remain on the Dock premises after the expiry of the free days will be charged extra fees at one-third the ordinary wharfage—the first of such extra fees to cover storage for a further period of one week and each succeeding fee three days only.

5. I need hardly point out that the object of these rules is to secure the earliest possible clearance of the goods for the benefit not only of the consignees, but in the general interests of the trade of the Port, and I am to say that the Board will be glad to receive any suggestions your Committee have to make in reference to these proposals.—I have, &c.,

H. E. HART, Secretary.

BOMBAY CHAMBER of COMMERCE, 7th August 1902.

The SECRETARY, BOMBAY PORT TRUST, BOMBAY.

SIR,—I am directed by the Committee of the Bombay Chamber of Commerce to acknowledge the receipt of your letter No. 3882 of the 1st instant, on the subject of the proposed arrangements for obviating delay in the delivery of iron at the Docks, I am to say that those arrangements appear to the Committee to be a step in the right direction and they will watch with interest the improvements that may result.—I have, &c.,

FREDERICK NOEL-PATON, Secretary.

BOMBAY PORT TRUST.

SECRETARY'S OFFICE, Ballard Road.

EXCERPT from the PROCEEDINGS of a MEETING of the TRUSTEES of the PORT of BOMBAY, held on the 12th August, 1902.

Resolution No. 285.—The recommendations of the Docks Committee are approved, and the sanction of Government should be applied for to cancel para. 3 of the Dock Schedule of Rates and to substitute the following for Clause B, para. 11.

11. B—(1) All iron and steel as specified under item No. 210, and mild steel, e. g., steel other than faggot, keg, spring or octagon, shall be sorted according to sizes by the Trustees Contractors, as far as possible as landed, a charge being made on the ship of 3 annas per ton to cover the cost.

(2.) As soon as all the iron $\frac{\text{and}}{\text{or}}$ steel is landed and sorted, notice shall be given to consignees and 7 free days will be allowed from the date of such notice.

(3.) Any iron or steel not taken delivery of within the free days or allowed to remain on the Dock premises after the expiry of the free days, will be charged extra fees at one-third the ordinary wharfage—the first of such extra fees to cover storage for a further period of one week and each succeeding fee three days only.—Yours, &c.,

H. E. HART, Secretary.

APPENDIX T.

PORTERAGE AT THE BALLARD PIER.

BOMBAY CHAMBER OF COMMERCE, 15th November 1901.

COMMANDER BLACK, R. I. M., PORT OFFICER, Bombay.

SIR,—The attention of the Committee of the Bombay Chamber of Commerce has been drawn to cases in which passengers proceeding to and from vessels not having their own tenders have been subjected to extortion by boatmen plying in the Harbour. It is understood that these boatmen are licensed by you and that each is obliged to carry a printed list of charges for production on demand. But as many of the passengers arriving in or sailing from Bombay are ignorant of these facts they are liable to be charged at a rate not sanctioned by authority.

2. It appears to my Committee that the best means of preventing such extortion would be to advertize the authorized tariff of charges in a conspicuous place or places on the Bunders and to affix to each boat a copy of such tariff or a notice that such tariff exists and will be produced on demand. Under their instructions therefore I have the honour to express to you their hope that you may be able to make arrangements to this effect. —I have, &c.,

FREDERICK NOEL-PATON, Secretary.

BOMBAY CHAMBER OF COMMERCE, 20th January 1902.

The SECRETARY to GOVERNMENT, MARINE DEPARTMENT, Bombay.

SIR,—Some months ago the attention of the Committee of the Chamber of Commerce was directed to the fact that the work of porterage at the Ballard Pier and landing places in the Port of Bombay had, in consequence of the exclusion of outside coolies under the existing health regulations, become a virtual monopoly in the hands of certain coolies to whom the Com-

missioner of Police issues badges. The Committee was credibly informed that passengers by such lines or vessels as do not employ their own coolies were consequently and without remedy subjected to extortionate charges in respect of such porterage; and it is evident that under the present conditions there exists a perfect opportunity for such extortion.

2. Since it appeared that the control of the said coolies was in the hands of the Commissioner of Police, the Committee, in last November, addressed that official in the matter, suggesting that he should institute a tariff of fixed charges for porters, to be advertised in a conspicuous place or places at the bunders.

3. The Commissioner of Police replied that he had no power to license coolies or to fix any tariff of charges for them under the law; that all he did was to give badges to a certain number of coolies whom the police recognise and admit to the pier, so as to have some sort of control over that class of person ; and that he could not take upon himself the duty of fixing a tariff of charges for porters unless he were empowered by law to do so.

4. While finding it difficult to understand the principles on which the Commissioner discriminated between those measures which he adopted and those which he repudiated, the Committee next addressed themselves to the Trustees of the Port ; and from that body they have now received a reply to the effect that "it does not appear that the Trustees have the power to fix a scale of charges for the service of licensed coolies at public landing places."

5. On the information of the Commissioner of Police it would appear that no such "licensed" coolies exist ; but my Committee feel it to be anomalous that it should be impossible to put into effect so simple and so necessary a reform as that suggested. Under their instructions I, therefore, have the honour to beg that you may be pleased to cause the proper authority to be moved in the matter.—I have, &c.,

WILLIAM GREAVES, Chairman,
FREDERICK NOEL-PATON, Secretary.

No. 619 of 1902.

BOMBAY PORT HEALTH OFFICE,
Town Customs House, 19th March 1902.

From MAJOR JOHN CRIMMIN, V. C., C.I.E., I.M.S., Health Officer of the Port of Bombay, to the SECRETARY, BOMBAY CHAMBER of COMMERCE, Graham's Buildings, Bombay.

SIR,—With reference to the statement made at page 113 of the Report of the Committee of the Bombay Chamber of Commerce for the year 1901, *viz.* : "that the work of porterage at the Ballard Pier had, in consequence of the exclusion of outside coolies under the existing health regulations, become a virtual monopoly in the hands of certain licensed coolies and boatmen, and that passengers by such lines of vessels as did not employ their own coolies were consequently and without remedy subjected to extortionate charges in respect of such porterage," I have the honour to state that the Port Health Department license neither coolies nor boatmen and that the health regulations had absolutely nothing to do with the extortionate charges referred to. When the complaints appeared in the press I wrote early in October 1901 to the Superintendent P. & O. Company, the Agents of the British India Steam Navigation Company, the Bombay and Persia Steam Navigation Company, and Messrs. Shepherd and Company, drawing their attention to the matter. As I knew these Companies provide coolies and boats free, it was suggested that a notice-board be put up for the information of passengers at the Bandars at which they embark stating that the Company's coolies and boats are provided free of charge.

2. The Companies took prompt action and put up notices, as suggested, in prominent places for the guidance of their passengers. Therefore if passengers choose to tip or pay coolies at present it can only be of their own free will.

3. We examine *all coolies* who are present to put passengers' baggage *on board* of ship and no coolies are allowed on the vessel after the medical examination of crew and passengers has commenced unless they are first examined.

4. Passengers landing in Bombay are not as a rule examined and, as far as I know, the question of cooly and boat hire is, and has been, a matter for private arrangement between the parties concerned.

5. Another matter which I wish to bring to the notice of the Chamber is the question of allowing friends to accompany passengers on board of vessels. As a rule I know fairly accurately the number of passengers who are about to embark, and the time for their inspection is fixed as near as possible to the time appointed for the departure of the vessel from the Dock or stream, so as to enable her to go on working up to the last, moment if necessary. If I examine some visitors and allow them on board, the others as a rule claim the same privilage, and if it is not granted I am reviled by those to whom permission is refused.

6. Some Companies have requested me not to allow any passengers' friends on board unless they present a permit from the Company, while other Companies are indifferent as to whether passengers' friends go on board, or not, provided the vessels are not inconvenienced or delayed in any way. As this absence of uniformity is the cause of considerable worry and unpleasantness to my Staff I would venture to suggest for consideration that it may be wise to allow all passengers' friends on board after examination.

7. The numbers of visitors and passengers' friends who want to go on board are very uncertain. If a considerable number wish to go on board, delay takes place in the examination and again in getting them off the vessel before she sails. In order to limit the number of visitors to as few as possible, I would suggest that the Chamber should devise a special ticket of admission for which a fixed fee should be charged by the Agents of the ship at the time of issue. The tickets should state that all fees realised by the sale of such permits would be credited to some local charity such as European General Hospital or the Nurses' Fund. Some such arrangement as that suggested would save a lot of grumbling and unpleasentness.—I have, &c.,

JOHN CRIMMIN, V. C., Major, I. M. S.,
Health Officer of the Port.

BOMBAY CHAMBER OF COMMERCE, 27th March 1902.

The HEALTH OFFICER of the PORT of Bombay.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce, I have the honour to acknowledge the receipt of your letter No. 619 of 19th inst., and to explain that my Committee have understood the exclusion from the Ballard Pier of all coolies, but those to whom badges are issued by the Police to be made in pursuance of the existing health regulations

It has never been supposed or suggested by the Committee that your Department license coolies or boatmen or have anything to do with the extortionate charges made in some cases. They direct me to thank you for the information you are good enough to give ; but do not feel that any useful purpose would be served by their intervening with a view to the institution of a fee to be charged to passengers' friends for the right of boarding vessels at time of embarkation.—I have, &c.,

FREDERICK NOEL-PATON, Secretary.

No. 736 OF 1902.

BOMBAY PORT HEALTH OFFICE,

Town Custom House, 1st April 1902.

From MAJOR JOHN CRIMMIN, V. C., C. I. E., I. M. S., Health Officer of the Port of Bombay, to the SECRETARY the CHAMBER of COMMERCE, Bombay.

SIR,—I have the honour to thank you for your letter of 27th March 1902, and with reference to the last sentence of it to enquire if the Committee of your Chamber would be so good as to offer any suggestions which would assist me in dealing with the question of passengers' friends being allowed on board of ship during and after the medical inspection which is necessary in accordance with the Venice Sanitary Convention.—I have, &c.,

JOHN CRIMMIN, V. C., Major, I. M. S.,
Health Officer of the Port.

BOMBAY CHAMBER OF COMMERCE, 10th April 1902.

The HEALTH OFFICER of the PORT of Bombay.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce I have the honour to acknowledge the receipt of your letter No. 736, dated 1st April, in which you are good enough to afford them an opportunity of making some suggestion which would assist you in dealing with the question of passengers' friends being allowed on board a departing vessel during and after the medical inspection prescribed under the Venice Convention. I am to thank you on behalf of the Com-

mittee for having afforded them this opportunity, but to express to you the regret of the members that they cannot feel the matter to be one in which it would be expedient that they should offer such suggestions as are invited.—I have, &c.,

FREDERICK NOEL-PATON, Secretary.

BOMBAY PORT TRUST.

No. 2471.

SECRETARY'S OFFICE, BALLARD ROAD,
BOMBAY, 13th May 1902.

To the SECRETARY, CHAMBER of COMMERCE.

SIR,—With reference to your letter dated 15th November 1901, addressed to the Port Officer, I am directed to say that last year 428 Passenger licenses were granted for boats plying in the harbour, of which 364 were Sumbooks and Tonies paying a license fee of 4 annas. If each boat were to carry a plate saying that the boatman was required to produce his license with the table of fees it would entail a cost of Rs. 1-8 per boat.

Under Bombay Act VI of 1863 conveyances are required to have affixed to them a board or plate inscribed with the list of rates of fares, but this rule is not enforced in the case of recklas and it would probably be deemed a hardship if the licenses of tonies were required to pay the extra cost.

In the circumstances it is suggested that it will meet the case if the table of fares is exhibited at each passenger bunder with a prominent notice to the effect that every boatman is bound to produce his license with a copy of the table of fees on being required to do so by any passenger.—I have, &c.,

H. E. HART, Secretary.

BOMBAY CHAMBER OF COMMERCE, 22nd May 1902.

The SECRETARY, BOMBAY PORT TRUST.

SIR,—I am directed by the Committee of the Bombay Chamber of Commerce to thank you for your letter No. 2471, dated 13th instant, on the subject of the proposed arrangements for the exhibition of tables of the fares charged by boatmen plying in the harbour, and to say that in their opinion all practical pur-

poses would be served by the suggested exhibition of such tables of fares at each bunder with a prominent notice that every boatman is bound to produce on demand his license with a copy of table of fares.—I have, &c.,

FREDERICK NOEL-PATON, Secretary.

No. 8069.

JUDICIAL DEPARTMENT,
BOMBAY CASTLE, 19th December 1902.

From the HON'BLE Mr. S. W. EDGERLEY, C.I.E., I.C.S., ACTING CHIEF SECRETARY to GOVERNMENT, Bombay, to the CHAIRMAN of the CHAMBER of COMMERCE, Bombay.

SIR,—With reference to the letter from the Chamber of Commerce, dated the 3rd December 1902, to the address of the Secretary to Government, Marine Department, I am directed to inform you that the question of rules to regulate porterage at the Ballard Pier and other landing places in the Port of Bombay, has been referred to the Commissioner of Police, Bombay, under Section 22 (1) (a) of Bombay Act IV of 1902.—I have, &c.,

A. S. A. WESTROPP, for Acting Chief Secretary to Government.

BOMBAY PORT TRUST.

No. $\frac{4533}{W}$ OF 1902.

BOMBAY PORT OFFICE, 23rd December 1902.

From the PORT OFFICER, to the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—With reference to your letter, dated the 15th November 1901, bringing to notice that passengers proceeding to and from vessels have been subjected to extortion by Boatmen plying in the Harbour, I have the honor to state that, enamelled plates containing table of Fares have now been exhibited at all the Passenger Bunders with a prominent enamelled plate Notice to the effect that :—

"Every boatman is bound to produce his License with a copy of the table of fares for the information of any hirer or passenger."

"Tables of Fares are also exhibited at the several landing places."

—I have, &c.,

H. S. BLACK, Commander, R. I. M.,
Port Officer of Bombay.

APPENDIX U.

DELIVERY OF GOODS ON SUNDAYS AND OTHER HOLIDAYS.

BENGAL CHAMBER OF COMMERCE,
CALCUTTA, 18th April 1902.

Sundays and Charter Party Holidays in relation to Mercantile Contracts.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—In continuation of my letter No. 1562—1901 of 2nd December 1901, and with further reference to your letter of 13th December, for the information in which I thank you, I am directed by the Committee of the Bengal Chamber of Commerce to intimate that, after a reference to the members of the Chamber, they have decided to adopt the following ruling with the view of deciding the point which has been raised in this port :—

> " Goods falling due for delivery on a Sunday or on a Charter Party and Shipping Holiday must be delivered on the day previous to the Sunday or the Charter Party and Shipping Holiday as the case may be."

The Committee, however, consider it very desirable that there should be an identical ruling in all Indian ports, and before bringing the above into operation, they will be glad to know whether it meets with the approval of your Chamber, and would be adopted in Bombay.—Yours, &c.,

W. PARSONS, Secretary.

BOMBAY CHAMBER OF COMMERCE, 6th May 1902.

The SECRETARY, BOMBAY COTTON TRADE ASSOCIATION, LIMITED, Bombay.

DEAR SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce, I beg to wait upon you with a copy of a letter from the Bengal Chamber of Commerce from which you will see that it has been decided to adopt a ruling by which " goods falling due for delivery on a Sunday or on a " Charter Party and Shipping Holiday must be delivered on " the day previous to the Sunday or the Charter Party and " Shipping holiday as the case may be."

My Committee are in favour of the institution of a uniform rule for Bombay and Calcutta, and I am, therefore, to ask whether, in the interests of such uniformity, your Directors would be prepared to amend Rule 25 of your Association in order to bring it in line with the one adopted in Calcutta.—Yours, &c.,

FREDERICK NOEL-PATON, Secretary.

BOMBAY COTTON TRADE ASSOCIATION (LIMITED.)

BOMBAY, 28th May 1902.

The SECRETARY, BOMBAY CHAMBER of COMMERCE.

DEAR SIR,—Under the instructions of the Directors of the Bombay Cotton Trade Association, Ltd., I beg to acknowledge the receipt of your letter of the 6th instant, in which you call attention to the rule recently adopted by the Bengal Chamber of Commerce by which

> "Goods falling due for delivery on a Sunday or on a Charter "Party and Shipping Holiday must be delivered on the day previ- "ous to the Sunday or the Charter Party and Shipping Holiday as "the case may be,"

and enquire whether the Directors would be prepared to amend Rule 25 of this Association in order to bring it in line with the one adopted in Calcutta.

The matter has received the consideration of my Directors, and I am to say that as any changes in the Rules of the Association can only be effected by the vote of the general body of shareholders, the matter will be brought up for discussion at the next general meeting of the Association.—I am, &c.,

C. J. MICHAEL, Secretary.

BOMBAY, CHAMBER OF COMMERCE, 31st May 1902.

The SECRETARY, BENGAL CHAMBER OF COMMERCE, Calcutta.

DEAR SIR,—Referring to your letter of the 18th April 1902, on the subject of the delivery of goods on Sundays and Charter Party Holidays, I am directed to say that having regard to the Rule of the Bombay Cotton Trade Association Limited, (mentioned in my letter of the 13th December last) the Committee

sometime ago enquired of that body whether the Directors would be prepared to amend that rule in order to bring it into line with that to be adopted in Calcutta. The reply now received is to the effect that any changes in the Rules of the Association require sanction by vote of the general body of the shareholders, and that the matter will be brought up for discussion at the next General Meeting of the Association.

That General Meeting will probably take place in November or December ; and I am instructed to say that should the new Rule be then adopted by Committee will submit a similar Rule to the Members of the Chamber.—Yours, &c.,

FREDERICK NOEL-PATON, Secretary.

BENGAL CHAMBER OF COMMERCE,
CALCUTTA, 25th June 1902.

Sundays and Charter Party Holidays in relation to Merchantile Contracts.

Circular No. 263—1902.

To all MEMBERS of the CHAMBER.

DEAR SIRS,—In continuation of my Circular No. 68-1902, of 15th February 1902, the majority of replies to which were in favour of a Ruling that goods falling due for delivery on a Sunday or on a Charter-Party Holiday should be delivered on the preceding day, I am now directed by the Committee of the Bengal Chamber of Commerce to intimate, for general information, that they have decided to adopt the following Ruling as a Ruling of the Chamber :—

> " Goods falling due for delivery on a Sunday or on a Charter-Party
> " and Shipping Holiday must be delivered on the day previous to
> " the Sunday or the Charter-Party and Shipping Holiday, as the
> " case may be.

An identical Ruling has been approved by the Chamber of Commerce at Madras, and another will be brought forward for adoption at the next General Meeting of the Chamber of Commerce at Karachi, while a similar Ruling will also be submitted for adoption at the next General Meeting

of the Chamber of Commerce at Bombay, provided the Bombay Cotton Trade Association, Limited, amend their Rules in accordance.—Yours, &c.,

W. PARSONS, Secretary.

BOMBAY COTTON TRADE ASSOCIATION, Ltd. 20th January 1903.

The SECRETARY, BOMBAY CHAMBER of COMMERCE.

DEAR SIR,—Referring to the correspondence ending with my letter of 28th May 1902, I am now instructed to inform you that at the annual meeting of the shareholders of this Association, which recently took place, it was resolved to amend Rule 25 of the Association as follows :—

"When the due date falls on Sunday or on the following holi-
"days, namely, Good Friday, Christmas Day, New Year's Day, and
"the day fixed by the Governor-General in Council for the observ-
"ance of the King's Birthday in India, it shall be considered as
"falling on the *previous* day ; nor shall Sunday or any of the days
"mentioned above be computed as forming any portion of the time
"allowed for any purpose under these rules."—I am, &c.,

C. J. MICHAEL, Secretary.

APPENDIX V.

ADEN PORT COMMISSION.

BOMBAY, 20th June 1902.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—Up to the present the report of the Commission which was appointed at the end of last year to enquire into various matters connected with the Trade and Port of Aden has not been published by Government.

We understand that the proposals made have been referred by the Government of Bombay to the Government of India for sanction but, in view of the very great importance of this to shipowners and others whose interests may possibly be largely affected, we strongly urge that the Committee of the Chamber of Commerce should request Government to publish the report and invite suggestion and criticisms before taking action.

We would ask that a copy of this letter be forwarded at as early a date as possible to the Bengal Chamber of Commerce with a request that they should co-operate.—Yours, &c.,

FRANK RITCHIE, Superintendent, P. & O. S. N. Company.
per pro. MACKINNON MACKENZIE & Co.
A. M. MONTEATH,
Agents B. I. S. N. Company.

P. de BURE,
Ag. Agent Messageries Maritimes Co.

W. & A. GRAHAM & Co.,
Agents Anchor Line.

For the Austrian Lloyd's S. N. Co.,
E. SCARPA, Agent, Bombay.

KILLICK NIXON, & Co.
Agents for Ellerman Line of Steamers, &c.

FORBES, FORBES & Co., LIMITED.
J. BLACK, Manager.
Karachi Agents for Ellerman Line of Steamers.

F. CROCO, Agent,
Navigazione Generale Italiana.

The NIPPON YUSEN KAISHA.
J. THAKINJAMA,
Assistant Manager.

FINLAY MUIR & Co.,
Agents "Wilson" Line of Steamers
"Clan" Line of Steamers.

per pro. A. STRANDES,
E. KARDY,
Agent, German East Africa Line.

per pro. TURNER, MORRISON & Co.
C. RADCLIFFE,
Agents, Asiatic Steam Navigation Co., LD.

HAJEE CASSUM JOOSUB,
Owner, s. s. Afghan, Akbar & Ashruf.

MIRZA MIR SHIRAZI,
Agent, Bombay & Persia S. N. Co., Ld.

BENGAL CHAMBER OF COMMERCE,
CALCUTTA, 20th June 1902.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—The Committee of the Bengal Chamber of Commerce have been favoured by the Managing Agents of the British Indian Steam Navigation Co., Ld., with copy of a representation, which the Committee understand, was to be addressed to your Chamber by the representatives in Bombay of that Company and also of the Peninsular and Oriental Steam Navigation Co. with reference to the recent Report of the Aden Port Commission.

The Committee of this Chamber, who have consulted the representatives of the principal Liners coming to this Port, are strongly of opinion that the primary need of the Port of Aden is the deepening of the inner harbour. The Committee deprecate the large expenditure proposed in the Report of the Commission for the reclamation of the foreshore and the construction of a public wharf, and they agree with the views of the above named Steamer Companies that the whole available Port revenue should continue to be devoted solely to the work of deepening the inner

harbour, and that in view of the Port of Aden being an important link in the chain of coaling stations to the East, the Imperial Government should be asked to give a grant-in-aid towards the expenditure.

The Committee will be glad to support any representation which your Chamber may make to the Government of India on this matter.—Yours, &c.,

W. PARSONS, Secretary.

Telegram dated 24th June 1902, from the SECRETARY, BOMBAY CHAMBER of COMMERCE, to the SECRETARY, GOVERNMENT of INDIA, DEPARTMENT of FINANCE and COMMERCE, SIMLA.

At the instance of many influential members, and considering great importance of matters which must be involved in Report of recent Aden Commission, the Committee of the Bombay Chamber of Commerce respectfully suggest that said Report should be published for discussion before measures taken.

Telegram dated 24th June 1902, from the SECRETARY, CHAMBER of COMMERCE, Bombay, to the SECRETARY, BENGAL CHAMBER of COMMERCE, Calcutta.

No representation hitherto addressed in sense supposed. But have telegraphed Government of India, to-day, suggesting publication of Report for discussion before decision. Please support.

No. 54.

MARINE DEPARTMENT,

BOMBAY CASTLE, 26th May 1902.

REPORT OF THE ADEN PORT COMMISSION.

Letter from the First Assistant Political Resident, Aden, No. 27, dated the 25th January 1902 :—

" I have the honour to forward herewith the report of the Aden Port Commission of which the Honourable Mr. W. C. Hughes was President.

" The Resident is unfortunately unable from indisposition to give his views on the subject, but, as the report has already been long delayed in printing, I am directed to forward it, and the Resident will endeavour

to write by next mail. I am, however, empowered to say that with regard to the proposals of Commission in general the Resident desires to give them his full support."

Letter from the Political Resident, Aden, No. 65 dated the 1st March 1902 :—

"With reference to Captain Pottinger's letter dated 25th January 1902, forwarding a copy of the report of the Aden Port Commission, I much regret that sudden and somewhat severe indisposition prevented me at the time from addressing Government on the questions involved. I have now the honour to submit a corrected copy of the report of the Commission and their forwarding letter. Attached to the former are two letters from the Port Engineer with plans. The proceedings of the Commission which are bulky will be transmitted by book post.

"2. The value of the sea-borne trade of Aden in merchandise without coal is stated by the Commission (paragraph 30) to be at present about 6¼ crores of rupees (£42,20,000.) This is exclusive of the goods which are simply transferred from one ship to another on through bills of landing, the value of which amounts to something over another three crores (£20,00,000.)

"The Aden trade consists firstly of goods collected from the ports in the Red Sea, the Somali and Mijjertain coasts of Africa and the southern coast of Arabia, which are brought to Aden in country craft or coasting steamers for transhipment to Europe ; and, secondly, of imports from India and elsewhere which are for distribution to the neighbouring coasts in return for their commodities or for local use and consumption. From the small amount and nature of the trade ships seldom take up full cargo at Aden. The traffic, as pointed out by the Commission, is carried on in a large number of small consignments.

"The trade which reaches Aden from the interior of Arabia is unfortunately but trifling in amount. The total inland trade does not at present exceed Rs. 45,00,000 (£3,00,000.)

"3. The Commission show that in the peculiar circumstances of the trade at Aden, the fact that all the wharves are in the hands of the shipping agents and coal-supplying firms is not open to serious objection, although obviously unsound in principle. The evidence which came before the Commission seemed to show that the wharf-owners on the whole had not taken undue advantage of their position or taxed the trade of the port for their own benefit ; and the Commission have distinctly

stated that the expenditure of any considerable sum in the construction of a public wharf would not be justifiable if it were simply for the purpose of taking the control of the landing, storage and re-shipment of goods out of private hands.

"4. I think it well to lay some stress on this point as there has been an impression that the exactions of the wharf-owners injured the trade and unmerited aspersions have in consequence been cast upon them.

"5. There remains the question of the improvement of the trade of the port by providing greater facilities for landing and shipping cargo. It is well known to Government that Aden has now to compete with other ports and that a part of the trade from the coasts of the Red Sea and neighbouring shores which use to come to Aden is going to Europe or America direct. Further, the port of Jibuti is not only a rival in the transhipment trade, but will tap the interior of Abyssinia through the Harrar Railway. Apart from the construction of a rival line from Berbera to Harrar, the only way of enabling Aden to maintain its position is to provide increased facilities for carrying on trade and to lessen as much as may be possible the burdens now necessarily imposed upon it

"6. These burdens may be described as, first, taxation to pay for the dredging of the harbour; secondly, the comparatively high cost of the landing and re-shipment of goods. The former is imposed by the Port Trust in the shape of tolls on all goods imported to and exported from Aden; the latter is at present unavoidable, because all cargo has to be landed and shipped by means of lighters, which is of course much more expensive than if the ships could come alongside jetties and discharge or take in goods directly from the wharf.

"7. As this letter may be read by those who have no knowledge of Aden, perhaps it will be of advantage if it is here explained that the harbour, though large and well sheltered, is shallow and that it has been found necessary of late years to deepen it by artificial means. A long narrow mooring basin has been dredged out in what is called the 'inner' harbour to a minimum depth of 26 feet at low water. This is the same depth as the Suez Canal. The basin can accommodate nine steamers drawing 26 feet and vessels drawing a foot more come in occasionally. A sketch of the harbour on a scale of 8 inches a mile is attached.

"8. Ships of greater draught than 26 or 27 feet, for instance, the larger men-of-war, cannot enter, and as the outer harbour is also shallow, they have to lie in an exposed situation where coaling is not unfrequently difficult to carry out. The mooring basin communicates with

the deep water by means of a dredged channel which also has a minimum depth of 26 feet. The basin was, of course, dredged from that part of the harbour which was naturally the deepest. It lies parallel to the shore and at an average distance of about 200 yards from it. In no place can even the smallest steamers come alongside a pier or jetty.

"9. "Fortunately the whole bottom of the harbour is of soft mud, without any hard ground or rocks, so that deepening it is comparatively easy. There is also not much trouble from silt. Nevertheless, the cost of the dredging that has already been accomplished is, as stated by the Commission, 14 lakhs (nearly £1,00,000), the whole of which has actually fallen on the owners of the merchandise and coal landed at Aden.

"10. With regard to the lighterage, which is the second great charge on the trade, its cost is estimated by the Commission at Rs. 1,74,000 (£11,600) per annum. But this includes, I understand, any charges which may be made for accommodation and storage on the wharves.

"11. The proposals of the Commission have for their object the provision of increased facilities for the landing and shipment of goods and the reduction of lighterage. The scheme put forward is for the reclamation of the small shallow bay known as Tawahi Bay, opposite one of the principle business quarters of the place. The wharves thus formed would afford as much space for the accommodation of merchandise as is ever likely to be required, and covered sheds would be provided for the storage of goods. The sea wall of the wharves would have outside it a depth of 14 feet of water at low tide, so that jetties carried out a very short distance would allow of the coasting steamers coming alongside. But the great feature of the scheme is the construction of two iron piers, with T heads, at which the depth of water will be 30 feet at ordinary low water spring tides. These piers would enable the largest steamer to discharge and take in cargo direct from the wharves and would almost entirely obviate the necessity for using lighters.

"The cost of the reclamation and piers is estimated at 18 lakhs (£1,20,000), including a certain amount of dredging between the heads of the piers and the existing mooring basin.

"12. Now this scheme contains, it is believed, all that is actually necessary at the present time for the commercial advantage of the port and there is little doubt that Government might safely advance the 18 lakhs as a loan at 4 per cent., the principal and interest to be repaid in 40 years. But the Commission have gone further. They have considered that the size of ocean-going steamers and consequently their

draught of water is steadily on the increase. The mail steamers of the great lines which serve the ports of all Asia are growing larger and it is understood that the authorities of the Suez Canal have decided on an immediate increase of depth of 29 feet, while it is recognised that 81 feet may soon be necessary. If Aden is to remain a coaling station for the main lines, the depth of the harbour must be practically the same as that of the Suez Canal. Otherwise, the mail steamers will gradually leave Aden and go either to Perim (which is not desirable as it is unfortified) or more likely to Jibuti. The Commission have, therefore, proposed the deepening of the mooring basin and entrance channel and the widening of the basin, now hardly broad enough to admit of a larger steamer turning round. The cost including a new dredger, is estimated at 12 lakhs (£80,000) and the work would be completed in about 5 years.

"If the dredging is sanctioned in addition to the reclamation and piers, the total cost of the scheme will be raised to 30 lakhs (£2,00,000) which, it is supposed in the report, would be advanced by the Government of India as a loan on the usual terms. Page 6 shews how the loan could be repaid by the Port Trust from its ordinary revenues.

"13. The advantages to the trade of the port which are offered by the whole scheme would be as follows :—

"(*a*) As regard the reclamation and piers, greater facilities for loading and unloading cargo and greater protection and safety afforded to merchants' goods which are now apt to be damaged by weather and diminished by theft. The charges on account of landing and shipping merchandise at the new wharves would, it is calculated by the Commission, be only about half the present charges for lighterage. The balance would be so much gain to the merchants.

"(*b*) With regard to the further dredging of the harbour, if this is carried out as proposed, deeper and longer ships could come in and more of them. The commerce of Aden, however, apart from the coal trade, would not apparently derive much benefit from this, until trading as well as mail steamers grow larger. The Commission are careful to point out that the deepening of the harbour which they recommend is mainly, if not entirely, required to enable the larger mail steamers of the immediate future to coal and to transfer mails and passengers in the shelter of the port."

"14. In these circumstances, I hope that the Government of India, who have intimated their willingness to advance a certain sum if a strong

case were made out, will agree to a loan of 18 lakhs for the reclamation and deep water piers; but I would venture to suggest that the loan might be repayable in 60 instead of 40 years. The interest and sinking fund charges on this loan would then be (in and after the seventh year) Rs. 79,564 per annum instead of Rs. 90,943.

"15. With regard to the 12 lakhs (£80,000), which it is proposed to spend on dredging, I would invite attention to the remarks of the Commission in their covering letter (dated 30th December 1901). They point out that Aden is the coaling station for the whole of the steamer traffic that passes through the Suez Canal and back again to Europe. It is thus a place of Imperial rather than Indian importance and they submit that it is not fair that the small trade of the port should be made to pay the whole cost of improving the harbour for the use of mail steamers which run not only to India, but to Australia and all parts of the east. The Lords Commissioners of the Admiralty have declared, in answer to a representation, that the deepening of Aden harbour in order to allow large warships to enter is not of pressing importance from a strategical point of view; their letter is dated 18th July last 1901; so, I fear nothing more can be said on this point at present. But the Government of India might perhaps see their way to pressing His Majesty's Government to assist in the deepening and enlargement of the mooring basin and channel on the more general grounds put forward by the Commission. If so, it might perhaps be possible to propose that the £80,000 required should be advanced by His Majesty's Government at 2¾ per cent. which is believed to be the usual rate charged on Government loans at home, the principal and interest to be repaid in 60 years. On these terms the annual amount to be set aside by the Port Trust for interest and sinking fund would be Rs. 41,000; and the total annual payments on account of the entire debt of Rs. 30,00,000 would be only Rs. 1,27,000 instead of Rs. 1,51,000, leaving to the Port Trust for the first 40 years Rs. 31,000 more per annum of disposable revenue than they would have if the whole loan were provided by the Government of India on the terms assumed, that is to say, 4 per cent. interest and repayment of the whole in 40 years. These terms, it may be remarked, would not only leave the Port Trust with a narrow margin for unforeseen expenditure, but would not admit of any reduction being made in the charges on freight and unless this can be done the burdens on the trade of Aden will have been only partially removed.

"16. I strongly support the proposal in paragraph 38 of the report that if Government are disposed to approve of the proposed reclamation

of Tawahi Bay in any form, an advance of Rs. 2,50,000 should be made as soon as possible to enable the work to be proceeded with by utilising the spoil from the dredging which is now dropped outside the harbour. The foreshore of this little bay is very unsavoury. There is no discharge of sewage into it or anywhere into the harbour ; but it would appear that, from the number of steamers which lie in proximity to the place, a certain amount of fæcal matter is deposited on the mud, a considerable area of which exposed at every tide. The place is becoming a public nuisance and its partial reclamation will, I think, be forced on us before long on sanitary grounds alone. It may be added that there is reason to believe that a portion of the spoil from the dredged area is washed back from its present place of deposit and forms the greater part of the silt which now appears in the mooring basin.

" 17. Before closing this letter I should wish to say a word on the paragraphs of the report which deal with the ' Development of Trade.' The Commission allude first to the encouragement of trade with the interior of Arabia, and secondly to the great importance of constructing a railway between Berbera on the Somali Coast and Harrar to compete with the Jibuti line.

" With regard to the former, it is a question in which I take great interest, and I believe the caravan routes into the interior as far as they lie within our Protectorate, might be considerably improved, at no great cost, with good results as regards the increase of goods brought to Aden for export. But until the boundary between the Protectorate and the Turkish province of Yemen has actually been demarcated and we are in a position to do as we like in our own territory, I should be inclined to refrain from commencing any operations in the way of road-making. It is one of the questions, however, on which I intend to address Government as soon as ever the demarcation of the frontier has been carried out. After the roads have been improved, we should be able to see whether a light railway could not be constructed into the interior as far, at all events, as the country is open.

" 18. The rate of camel hire in Southern Arabia is so high that there are grounds for supposing that a railway of even 50 or 60 miles in length would draw a good deal of traffic. It would not be reasonable to expect, however, that any measures we can take will create a large trade with the interior of Arabia unless indeed minerals were to be found in localities fairly accessible from the coast. The greater part of the produce to be exported comes from Turkish territory and its diversion from

Turkish ports would naturally be unwelcome to the local authorities who would endeavour to keep the trade as much as possible in its existing channel.

"19. As to the construction of a railway from Berbera to Harrar, I regret to say we have here little or no knowledge of the practicability of the scheme. If the Emperor Menelik is not already bound to the French and could be induced to give a concession, and if the line could be constructed at reasonable cost, the advantages to the trade of Aden are obvious. The railway would be a powerful factor in maintaining and increasing the prosperity of the port.

"20. I will venture to and in conclusion that the port of Aden has been fortunate in securing the services of the Honourable Mr. W. Hughes as Chairman for the Commission. Mr. Hughes could not only speak on the many questions involved in the enquiry with a knowledge and authority that compelled respect but by the display of other qualities, not less valuable, has brought persons of the most opposite views into practical accord with the gratifying result that the Commission has presented a unanimous report."

RESOLUTION.—His Excellency the Governor in Council is of opinion that the Honourable Mr. Hughes and his colleagues are to be congratulated upon having arrived at a unanimous conclusion in a matter that has been the subject of much controversy.

2. The report of the Commission should be forwarded to the Government of India with an intimation that the proposals made therein relating to the provision of a new wharf and the dredging of the Harbour meet with the cordial support of this Government, and that His Excellency the Governor in Council hopes that the Government of India, will be pleased to sanction the grant of the loan of 18 lakhs applied for the period of repayment being fixed at 60 years, as suggested by the Political Resident, Aden. The Government of India should also be inforemd that this Government concur in the views expressed by the Commission in their letter, dated the 33th December 1901, and trust that the Government of India will see fit to represent the case to the Home Government in order that an Imperial grant equal to the estimated expenditure on dredging may be given, as suggested by the Commission, or that at least a loan of £80,000 may be obtained, as proposed by the Political Resident. It should be added that in the event of such application to the Home Government proving unsuccessful, His Excellency the Governor in Council trusts that the Government of India will be

able to lend the further sum of Rs. 12 lakhs to the Trust on the same terms as the first loan of 18 lakhs. It should further be stated that if the Government of India approve of the scheme submitted, this Government recommend that an immediate advance of Rs. 2,50,000 may be authorized for the purpose stated in paragraph 38 of the report of the Commission.

3. The Aden Settlement is under the administrative control of the Political Department, and paragraphs 31, 32 and 34 of the report, with extract paragraphs 17 and 18 of the Resident's letter No. 65, dated the 1st March 1902 should be referred to that Department for consideration and such action as may be deemed necessary. The Government of India should also be moved to press upon the attention of the English Foreign Office the views expressed in paragraph 33 of the Commission's report and paragraph 19 of the letter from the Political Resident, Aden.

4. The remarks and suggestions in paragraph 35 of the report regarding the Trade of Registration Returns at Aden should be communicated to the Revenue Department for consideration.

5. Government concur in the view expressed by the Commission in paragraph 37 of their report, regarding the proposed enhancement of the mooring fees at Aden, and the Port Trustees should be asked to submit a revised scale of fees on the basis stated by the Commission.

6. The annexures to the report containing the Proceedings of the Commission and the evidence recorded by them should be printed and copies forwarded to the Government of India.

A. M. T. JACKSON, Acting Secretary to Government.

No. 224 G. OF 1902.

MARINE DEPARTMENT,

BOMBAY CASTLE, 14th July 1902.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—With reference to my letter No. 408 G, dated the 18th November 1901, I am directed to forward herewith, for the information of the Chamber, a copy of the Proceedings and Report of the Aden Port Commission appointed by Government to enquire into the feasibility of the schemes suggested for providing a public wharf at Aden and to request that Government may be favoured at an early date with the views of the Chamber on the proposals made in the Report.—I have, &c.,

A. M. T. JACKSON, Acting Secy. to Government.

RESIDENCY OFFICE, ADEN, 30th December 1901.

To the SECRETARY to GOVERNMENT, MARINE DEPARTMENT, Bombay.

SIR,—In submitting our report in obedience to the instructions contained in Government Resolution No. 100, dated 12th August 1901, we desire to represent to Government for separate consideration the strong claims which the Port of Aden has to financial assistance.

We have in our report strongly advocated a comprehensive scheme of improvement calculated to benefit the whole trade of the Port and we have shown that such a scheme can be financed with the resources at present at the disposal of the Board supplemented by a return from the Trade of a portion of the sums they now spend on lighterage which will be saved by the improved facilities that will be provided.

But this project, while it leaves only a narrow margin, assumes also that the present rates of charges on shipping and goods will, in other respects, be maintained whereas we would strongly urge that a reduction in the present charges would aid materially in the development of the Trade and tend to consolidate and establish the position of the Port as an emporium for Coal and centre of Shipping Trade with a continuous and plentiful supply of freight. Any improvement in this direction would attract Trade from all Coast Ports for transhipment and enable the Port to compete with the system of direct shipments which threatens to divert the Trade in more than one direction.

Apart from its importance as a Naval coaling station and in respect of the accommodation it affords for ships of His Majesty's Navy, the Royal Indian Marine, and Foreign Naval Powers (many of the dredged berths are in almost constant occupation for these purposes) the Port is the natural coaling station for the whole Trade *via* the Suez Canal with India, China, the Straits and the Australian Colonies. It is not right that the Trade of Arabia and the Somali and African Coasts now resorting to Aden should alone bear the whole burden of improving the Harbour for coaling purposes. The Trade of the Port has already in the last few years spent over 14 lakhs in dredging the Harbour while the receipts from charges on coal do not exceed Rs. 35,000 per annum.

Any further deepening is mainly, if not entirely, necessary to enable vessels of practically any draught to coal and transfer Mails and Passengers in the shelter of the Port.

Neither is the Trade of India solely interested. The shipping interests of the whole of the Eastern Trade are concerned and under certain

circumstances it is even vitally important to those interests that the Harbour should be made capable of sheltering the largest ships engaged in that Trade.

These arguments appear to us forcible as grounds for an appeal for Imperial assistance in the present scheme, to reduce taxation and relieve the local Trade of charges for which other interests are really liable and we respectfully ask that the Government of Bombay will move the Government of India to represent the case to His Majesty's Government for consideration, with a view to a grant being made in aid of the expenditure to an extent at least sufficient to cover the cost of the further deepening of the Harbour, *viz.*, Rs. 12,00,000 or £80,000.—We have, &c.,

W. C. HUGHES, President.
J. DAVIES, Maior.
HORMUSJEE COWASJEE DINSHAW.
BUNIN MENAHEM.
C. DEC. BAGLEHOLE.
M. G. CARTWRIGHT, Commander, R. N.
W. H. LOCKERMAN.

ADEN PORT COMMISSION.

INTRODUCTION.

The Commission appointed under the orders of the Government of Bombay, was constituted as follows :—

MR. W. C. HUGHES, C.I.E., F.K.C.M., INST. C. E., Chairman of the Bombay Port Trust ...	*President.*
1. MAJOR J. DAVIES, First Assistant Political Resident, (Chairman, Aden Port Trust) ...	*Members.*
2. MR. HORMUSJEE COWASJEE DINSHAW, of Messrs. Cowasjee Dinshaw & Brothers ...	
3. MR. C. DEC. BAGLEHOLE, Agent of the P. & O. S. N. Company	
4. MR. BUNIN, MENAHEM MESSA, of the Firm of Messrs. Menahem Messa	
5. MR. W. H. LOCKERMAN, Merchant	
6. THE OFFICER IN COMMAND OF THE GUARD SHIP	

ii. Commander J. C. Armstrong, R.N., attended the two preliminary Meetings held in November 1901, as Officer in Command of the Guard

Ship (H.M.S. "Lapwing,") Commander M. G. Cartwright, R.N. (H.M. S. "Cossack") attended the subsequent meetings in that capacity, but was absent from the last 7 meetings of the Board, his ship having to leave the Port on duty.

iii. Khan Bahadur Muncherjee Rustomjee Dholu, C.I.E., Acting Fourth Assistant Political Resident, kindly undertook the duties of Secretary to the Commission.

iv. The terms of the reference to the Commission were as follows :—

"2. In the absence of local knowledge the Government of India "are unable to form an opinion on the merits of the Scheme put forward "by the Trustees of the Aden Port Trust, but, they consider the commercial development of the Port of Aden as a question of some special "importance. They would, therefore, suggest for the consideration of His "Excellency the Governor in Council the assembly of a small commission of Enquiry at Aden to take evidence and report on the "feasibility of the different schemes which have been proposed and the "prospects of their proving remunerative. It might perhaps be arranged "that the Commission should include a representative of the Royal Navy "and representatives of the great Shipping Companies as well as of the "local commercial community."

"3. The points on which further enquiry appears to be specially "necessary are :—

"(*a*) The adequacy of the existing wharves and accommodation.

"(*b*) The probability of trade development as resulting from the "construction of a public wharf.

"(c) The prospect of a sufficient return by dues or otherwise to "repay with interest the loan that may be required to "meet the cost of construction,

"(*d*) The question whether money should be spent on Aden Har- "bour would be best spent on a public wharf or on "deepening the anchorage.

"4. If further enquiry on these lines should result in making out a "strong case for a loan, the Government of India will be prepared to "entertain an application for an advance of a reasonable sum."

v. The Commission held preliminary meetings at Aden on 1st and 2nd November 1901, for the purpose of settling the procedure to be followed. At these meetings a set of questions was prepared for the

purpose of eliciting evidence on points affecting the issues to be decided. A copy of these questions is attached (Appendix A). They were circulated to the Aden Port Trust, the Chamber of Commerce and 54 of the leading Shipping Agents, Merchants and others as per Appendix B and replies were received as per list given in Appendix C. The replies will be found complete in Appendix D with the exception that the translation of only one of the 15 in Guzerati and Arabic has been printed as they are all of the same purport.

vi. The Commission reassembled at Aden to consider the evidence on the 12th of December 1901, and since that date have held 14 meetings at which the following witnesses were examined orally :—

Mr. W. S. Child, Port Engineer.

„ N. G. Greensmith, Senior Pilot.

„ E. Somerville Murray, Secretary to the Aden Chamber of Commerce.

„ Hormusjee Cowasjee Dinshaw of the Firm of Messrs. Cowasjee Dinshaw & Bros. (a Member of the Commission).

„ C. deC. Baglehole, Agent of the P. & O. S. N. Company (a Member of the Commission).

„ Mahomed Ebrahim, Munim of the Firm of Messrs. Hajeebhoy Lalljee & Co.

„ P. W. Forbes, Manager of the Aden Branch of the National Bank of India.

„ R. C. Byramjee, of Messrs. Dadabhoy & Co.

Khan Bahadur Muncherjee Rustomjee Dholu, C.I.E., representing the Aden Port Trust.

Mr. R. A. Grosse, of the Firm of Max Klein.

„ J. Millet, Agent Messageries Maritimes S. N. Company.

„ G. M. Gordon, Manager of the Firm of Messrs. Luke Thomas & Company.

„ F. Kesel, Manager of the Arabian Trading Company.

vii. A record of the Proceedings at each Meeting will be found in Appendix E, a transcript of the oral evidence is attached to the proceedings.

viii. On the 20th December 1901, the Commission met on the ground to inspect the Maala Pier and Wharves and storage accommodation

owned by the Port Trust in that locality as well as the storage godowns of the Merchants which adjoin the Port Trust property.

REPORT.

We beg now to present our report on the questions submitted to us by Government and in doing so to explain that we have understood our instructions as covering enquiry as to the possibility of developing the port of Aden as a commercial Port which the Government of India consider a question of some special importance.

THE SCHEME FOR A PUBLIC WHARF.

2. As regards the wharf scheme put forward by the Aden Port Trust it is to be observed that it was designed in the first place not merely to increase the wharf accommodation at Tawahi and Hedjuff but to supersede the whole of the existing Private wharves at those places on the ground that the Private ownership of the wharves by the shipping agents was detrimental to the interests of the Trade of the Port which would be fostered and encouraged by the substitution of a Public wharf administered by the Port Trust. The scheme contemplated an extension at a future date to provide deep water berths at which Ocean-going steamers could discharge, thereby saving lighterage. The first section however comprised the provision of berths for 2 Coasting steamers of not more than 17 feet draft, with wharves and basins for lighters and tugs drawing up to 12 feet only.

3. This section of the scheme is estimated to cost Rs. 7,83,999 and to afford accommodation as follows as compared with that now available at the four private wharves :—

	SQUARE YARDS.		
	Proposed at New Wharf.	Existing at Private Wharves.	Increase.
Wharf area :—			
Open	38,952	16,532	22,420
Covered ...	5,900	2,966	671
Warehouse accommodation ...	——	2,263	
	44,852	21,761	23,091

The net return is estimated by the Trustees at Rs. 47,444.

4. From the evidence we have been able to collect we do not find the present wharf accommodation at Tawahi and Hedjuff is insufficient for the present trade requiring accommodation at these places. It was

found insufficient in 1898-99, but that was owing to special and exceptional circumstances not likely to recur. There is a considerable body of opinion to the effect that increased wharf and covered storage accommodation is desirable at Maala the depot for the Inland and Coasting Trade. It would appear from inquiries that some addition to the covered storage space at Maala is desirable and that it would facilitate business at times of pressure, which recur at intervals, if the wharf area was larger. Some extension of the Maala pier is already contemplated but we consider that this portion of the subject will be sufficiently dealt with, if the attention of the Port Trustees is drawn to the representations contained in the evidence in regard to the requirements at Maala. The proposal should not be regarded as in any sense alternative to the Tawahi wharf scheme.

5. As regards the latter scheme and with reference to the evidence which has been tendered to the Commission, it is to be observed that undoubtedly the Shipping Agents who own the private wharves possess considerable influence. On the other hand they have a large interest in the development of the Trade of the port and it is impossible not to attach some weight to the mass of opinion which is opposed to the proposal that the private wharves should be replaced by a public wharf, such as proposed, under Port Trust management.

6. It is objectionable in principle that Shipping Agents, who regulate freight, should have a practical monopoly of the wharves. The possession of this monopoly moreover gives them the power of taxing Trade for such facilities which should properly vest solely in the Board of Trustees. Other arguments in favour of public ownership and management are referred to in the evidence given before the Commission and in the proceedings and it is unnecessary to recapitulate them in this Report.

7. It is however right to say that we do not find from the evidence that Trade is actually taxed by the wharf owners; we have not been able to ascertain that freights are affected by the fact that the Shipping agents own the wharves and we consider the Landing and Shipping charges on the scale regulated by the Chamber of Commerce, in 1896, though they constitute a heavy burden on the Trade, are not in themselves excessive except in two cases which have attracted our attention, namely, Kerosine oil (which is landed only at the Maala (public) wharf where the rates regulated by the Chamber of Commerce do not apply), and Skins, the charge for which has been represented to us as high in proportion to the services rendered.

8. While approving of the general principle that all wharves and landing places should be public property managed for the general benefit, we do not find that in a Port of call like Aden with very few whole cargoes to be dealt with and where business consists principally of a large number of comparatively small consignments, requiring to be landed and shipped with a maximum of despatch at any hour of the day or night. We do not find that the present system of Private ownership is open to as serious objection as it would be elsewhere under other conditions.

9. We further do not think that in the present state of the Trade of Aden and so long as goods have to be landed and shipped in lighters, it would be justifiable to incur any considerable expenditure merely for the purpose of effecting this change of system.

10. The first section of the Port Trust scheme under which lighterage would continue to the necessary for the great bulk of the Trade, would not, in our opinion, have any material effect in developing Trade. Its cost is altogether disproportionate to its results and a sufficient return for the expenditure could only be obtained by taxing the present Trade to an extent out of all proportion to the benefits it would receive.

11. We are of opinion that no half measures should be attempted and that any scheme for improvement in the wharf accommodation should aim at the total abolition of lighterage for ordinary cargo and at relieving the Trade of as large a portion as possible of the present heavy charges for landing and shipping goods. This can only be accomplished by providing a landing pier or piers, similar to the Merewether Pier at Karachi, for deep drafted vessels to come alongside.

12. The most suitable site for such a scheme would be found by reclaiming Tawahi Bay out to a line running from the North East corner of the Abkari Pier to the North East corner of the British India Coal Wharf which would leave the channel between Flint Island and the mainland entirely unobstructed. The area to be thus reclaimed measures approximately, 100,000 square yards. The reclamation would be comparatively inexpensive if effected by material from the dredging and would effect a very desirable sanitary improvement. The frontage of the reclamation measures 2,150 feet in length and the existing depth of wate at Low Water Ordinary Spring Tides, for a considerable portion is over 14 feet. By means of short jetties this would be available for Coasting steamers if required. The landing piers or jetties for deep drafted vessels would be at the Western end of the reclamation and the Mooring Basin would be extended landwards to avoid unnecessary length of pier.

13. From data furnished by the Port Engineer we find that such a scheme, with berths for two deep drafted vessels (which could be added to as occasion required) would cost approximately 18 lakhs (see Appendix F) including plant or say 10 lakhs more than the scheme for a Public Wharf without deep water berths but the area of reclamation would be considerably more than double and lighterage would be done away with.

14. On a previous occasion objection was taken to a proposal to locate wharves on the Tawahi Bay site, but we do not concur in the grounds of the objection nor do we consider that they should stand in the way of Trade requirements.

15. We shall refer later on to the question of the means of financing such a scheme but may add here that we do not contemplate that the existing Private or other wharves should be closed. They should be left alone. Nor do we contemplate that steamers should be obliged to use the berths. That would be left to the discretion of owners.

DREDGING.

16. As regards Dredging we concur in the opinion that the Inner Harbour should be deepened to keep pace with the Suez Canal, and that the upper portion should be dredged to 26 feet to afford three more moorings (6 berths) principally for Colliers and Salt ships. We consider that in the first instance the Mooring basin, 3,000 feet × 1,200 feet should be dredged to 30 feet, affording mooring accommodation for 8 deep drafted vessels, 4 being for steamers of the largest type, and that thereafter the Enterance channel should also be dredged to 30 feet and the Mooring basin widened, if necessary, to 1,400 feet.

17. From data furnished by the Port Engineer we find the cost of these proposals and time required for carrying them out with the existing plant to be :—

	Cost Rs.	Time (years.)
I. Deepening Mooring basin 3,000′ × 1,200′ to 30 feet...	1,84,000	2·08
II. Deepening Upper Harbour to 26 feet ...	3,43,000	3·87
III. Deepening Entrance to 30′ (channel 600′ wide, 2,830′ long)	2,98,000	3·50
IV. Widening Deep Mooring basin to 1,400...	1,00,000	1·12
Total	9,25,000	10·51

We are advised that these estimates are liberal both as regards rates and quantities.

18. We consider however that the work should be expedited by the purchase of another powerful Dredger which will ensure its completion within 5 years and we take the cost on this assumption to be :—

As above	...Rs. 9,25,000
Add purchase of new Dredger	... „ 5,40,000
	Rs. 14,65,000
Deduct value of new Dredger after completion of work ...	... „ 2,70,000
	Total Rs. 11,95,000

19. We should mention that the proposal formerly put forward by the Port Trust contemplated an entire expenditure of from Rs. 42 to 43 lakhs including the provision of deep water berths outside Flint Island (see Appendix G) and the time for completion was from 9 to 10 years. Our proposals will, as shown, take from 5 to 6 years and cost Rs. 30,00,000, and we consider have the advantage in more than one other respect.

FINANCE.

20. We consider on this showing that a capital expenditure of 30 lakhs, *i.e.* :—

New Wharf	... Rs. 18,00,000
Dredging	... „ 12,00,000
	Rs. 30,00,000

is required for the improvement of the Harbour of Aden to afford essentially necessary facilities. We regard it of the highest importance to carry out these improvements to place the Port beyond the reach of possible competition, to ensure the fullest development of Trade with the Lower Red Sea, the Arabian and Somali and African Coasts, and to establish Aden as the Coaling station for all Trade routes *via* the Suez Canal.

21. We find from the accounts of the Port Trust that the revenues of the Board during the last three years have, excluding expenditure on dredging, yielded a surpus of :—

1898-99	...	...	... Rs.	1,25,546
1899-00	...	...	... „	1,08,031
1900-01	...	...	... „	1,92,283
			Average Rs.	1,17,957

or say Rs. 1,18,000 per annum.

The accounts for the first eight months of the current year show a considerable improvement in the Trade of the Port, the Toll receipts having been nearly 40 per cent. larger than in the corresponding period of 1900-01.

22. From this surplus has to be deducted provision for dredging to remove silt deposited in the completed channel, which is obviously properly a Revenue charge. The amount of silt deposit is very trifling, and we are advised that an allowance of Rs. 10,000 per annum for this purpose would be ample.

The average annual surplus available from current resources to meet interest and sinking fund charges would accordingly be Rs. 1,08,000.

23. We assume for the present that the capital expenditure would be met by a loan at 4 per cent. repayable in 40 years and on this basis the interest and sinking fund charges would amount to 5·0524 per cent. and we submit the following as a forecast of ways and means covering the whole period during which the works are under construction :—

	Expenditure Rs.	Interest & Sinking Fund Rs.	Surplus Revenue Rs.	Net Surplus Rs.	Net Deficit Rs.
First year...	6,00,000	15,000	1,08,000	93,000	.....
Second year.	5,00,000	43,000	1,08,000	65,000	.....
Third „	7,00,000	73,000	1,08,000	35,000	.....
Fourth „	6,00,000	1,06,000	1,08,000	2,000	.....
Fifth „	4,00,000	1,31,000	1,08,000	.....	23,000
Sixth „	2,00,000	1,47,000	1,08,000	.....	39,000
Total...	30,00,000	5,15,000	6,48,000	1,95,000	62,000
			Deduct Deficit...		62,000
Net surplus to be kept as a *Reserve Fund to meet fluctuations in Revenue* ... ... Rs.					1,33,000

24. The new wharf would probably be completed by the end of the fourth year but we assume it would not earn appreciable surplus revenue until the seventh year. In that year the interest and Sinking Fund charges would reach the maximum of Rs. 1,52,000 per annum and there would be a deficit of Rs. 44,000 to be covered by wharfage and other receipts.

25. We base our estimate of the receipts which may fairly be relied on from wharfage on a consideration of the present expenses incurred in landing and shipping by lighters. We find that these expenses may, as a safe minimum, be taken as Rs. 1,74,000* per annum on the present Trade (1900-01). If wharfage fees covering 7 days free storage were levied at rates yielding a total of half the present charges, that is Rs. 87,000, it would leave a profit of an equal amount for the benefit of the Trade from which any charger for occasional lighterage, of small consignments, when the deep water berths were already occupied, could be met.

26. We further think it would be safe to count on a revenue of at least Rs. 10,000 from extra fees and warehouse rents. This figure has been questioned but it appears small in consideration of the total Trade and the accommodation that would be made available.

27. Our estimate of receipts is thus Rs. 97,000 and we do not consider it open to question that such a sum could be realised without difficulty in return for the facilities that would be afforded and the saving that would in part accrue to the merchants.

28. There would remain a balance of Rs. 53,000 to meet the cost of repairs, labour in handling and Establishment. We consider this amount no more than sufficient. The present Establishment of the Board costs Rs. 10,000 per annum, but allowance has to be made for the cost of handling and moreover the whole success of the project would depend upon efficiency in management and a more highly paid staff with a responsible head would, in our opinion, be essentially necessary.

29. We have shown (para 23) that at the end of the sixth year a net surplus of Rs. 1,33,000 would have accumulated while the works were in progress, which we propose should be kept as a Reserve Fund to meet fluctuations in Revenue. To this has to be added the surplus already in hand which amounts to Rs. 1,27,000 making a total of Rs. 2,60,000. We think this Reserve Fund should be allowed to increase to Rs. 3,00,000 and thereafter all surplus revenues should be applied annually to the reduction of charges on shipping and goods.

* Includes storage, etc.

30. The scheme of finance as thus described assumes that the Trade of the Port remains stationary. We find that the value of the Sea-borne Trade of Aden in Merchandise only is about 9¼ crores or, excluding transhipment on through Bills of Lading 6⅔ crores, which is the value shown in the Trade Returns for 1900-01 which do not include transhipments. The statistics show that the Trade (Merchandise only excluding transhipment) increased steadily from 4 crores in 1886-87 to 7⅓ crores in 1896-97, but has declined in the last four years to 6⅔ crores as already stated. This decline is attributed to various causes, as, for instance, famine in Yemen and India, the diversion of trade by direct shipments to Ports formerly served through Aden, disturbances in Africa, &c.

These causes no doubt had effect, but the falling off is really explained by the decline in the Coffee Trade which decreased by nearly 1¼ crores (1·46) ; of this decrease Rs. 34 lakhs is due to the fall in the rupee price of coffee which also no doubt affected the volume of both export and import of coffee. The considerable recovery in the total Trade in the first eight months of the current year (para 21) is a hopeful sign.

DEVELOPMENT OF TRADE.

31. We do not find that competition except with Hodeida for the Coffee Trade, has so far affected the Trade of Aden, but we are satisfied that, if Aden is to maintain its position as a trading centre, active measures are desirable, besides the improvement of the Port, in order to develop Trade.

Foremost among these we put the improvement of communications with the Interior on the Arabian side and very active measures to secure the Abyssian Trade *via* Harrar which reaches Aden through the Ports on the Coast of the British Protectorate.

32. A Railway from Aden carried as far as practicable in the direction of Sana would have an important effect in attracting the Coffee and other Arabian Trade to Aden. Failing this we think every possible effort should be made to open out routes and remove hindrances such as Transit Dues on Trade by Caravan.

We think the extension of the influence of the Aden Residency among the Sultans and Chiefs within the British sphere and, more particularly, the formal inclusion within that sphere of all the Chiefs and people over whom the British Government may legitimately claim to exercise control, is highly desirable for the encouragement of Traffic with the Hinterland. It would be of material assistance if Government Agents were establish-

ed in Districts to protect agents sent out by the Merchants of Aden and to furnish data as to production, requirements and prices.

33. On the African side we attach great importance, in the interests of the Trade of Aden, to the project for Railway Communication between Berbera and Harrar. We are informed that on such a line (which should be of the cheapest construction possible) there would be considerable Traffic with Ogaden independently of the Abyssinian Trade. We have received complaints from Merchants of the duties levied on Imports and Exports at the British Somali Coast Ports and in particular of the assessment placed on the value of the goods which is represented as largely increasing the duty recovered. It is obvious that these duties must tend to divert the Trade to other available routes which are at present free and we hope the matter may receive the consideration of His Majesty's Government.

34. We think it desirable that facilities should be afforded to encourage the establishment of the proposed installation for Liquid Fuel at Aden. The site on Slave Island appears to be too far off. It is not a dangerous article and can safely be admitted to the Inner Harbour and stored in any convenient position, the Tanks being enclosed by walls or embankments for additional security. With proper precautions, Kerosine oil can be similarly provided for. A suitable site in the vicinity of the projected new wharf would, if there is no objection on Military grounds, be part of the European and Australian Company's coal ground, not now in use.

35. We think the methods of Trade Registration at Aden should be made the subject of enquiry ; that the Returns should take cognizance of the quantity, value and description of Transhipment Cargo on through Bills of Lading, showing separately that landed and reshipped and that transhipped in the Stream. The Returns generally should be compiled in a form to show the business at each Wharf or Bunder and complete data should be made available as to the Port Trust charges on all the more important articles of Trade. Data of this kind can, if methods are systematised, be afforded with little extra labour and are invaluable for local administrative purposes.

CONCLUSION.

36. We find on the particular issues submitted to us :—

(*a*). That the existing wharves and accommodation are inadequate in as much as the whole Trade of the Port has to be carried on at great expense by lighterage.

(*b*). That a Public Wharf with berths for deep drafted vessels will save materially in landing and shipping charges and will tend to develop Trade.

(*c*). That by the provision of such a wharf an increased Revenue can be realised without difficulty, sufficient to pay interest and sinking fund charges on the loan to be raised for the construction of the wharf and deepening the Harbour and that, after payment of such charges, a material saving will further accrue to the Trade.

(*d*). We are in favour of the Harbour being deepened as part of this general scheme, but we do not think the Aden Port Trust should incur further expenditure at the cost of the Trade for further deepening the anchorage, except as part of a general scheme which will benefit the whole Trade of the Port.

37. As regards the proposed scheme of levying enhanced Mooring fees we think the grounds for the proposal, namely that Revenue has been lost by the removal of the charge for Health Certificates, are untenable. We think a charge for the use of Moorings is legitimate and proper but that it should be framed on the basis of covering no more than the cost of the Moorings including interest and sinking fund charges, Repairs and Depreciation (renewals). We think the strongest justification necessary for any enhancement of the charges on Shipping visiting the Port.

38. We advise in conclusion that Government should agree on the application of the Board, to make an immediate advance of Rs. 2,50,000 for the purchase of plant to enable them to proceed with the reclamation cheme so as to, as far as possible, utilise the spoil from the dredging nstead of depositing it outside the Harbour. We also think that, if the scheme is generally approved, no time should be lost in ordering the New Dredger estimated to cost Rs. 5,40,000, so as to expedite progress.

39. We desire to record our thanks to Khan Bahadur Muncherjee Rustomjee Dholu, C.I.E., for the great assistance he has afforded us, as Secretary to the Commission.

ADEN, 30th December, 1901.

WALTER C. HUGHES, President.
J. DAVIES, Major.
HORMUSJEE COWASJEE DINSHAW.
C. DEC. BAGLEHOLE.
M. G. CARTWRIGHT, Commander, R.N.
BUNIN MENAHEM.
W. H. LOCKERMAN.

APPENDIX F.

ADEN, 30th December, 1901.

Statement of cost of Proposals for a deep water Pier with Wharf accommodation at Tawahi Bay.

Reclamation as per Trust Engineer's letter No. 594, dated 21st December 1901	Rs.	2,56,355	
Add Dredging Plant (10 Punts & 2 Steam Tugs) as per dredging estimates	„	2,30,490	
			Rs. 4,86,845
Two Iron Piers each 240 ft. long with Teehead 300 ft. long, 51 ft. wide with 30 ft. depth of water as per Engineer's report	„	8,61,960	
Add widening Teehead to 51 ft. ...	„	1,00,000	
			„ 9,61,960
Roads, Tramways, Warehouses, Traffic Office and Establishment, as per Port Trust Scheme	„	2,52,896	
Add for extension to suit amplified proposals	„	1,47,104	
			„ 4,00,000
Dredging at head of proposed piers as per Port Trust Engineer's letter No. 607, dated 27th Decr. 1901			„ 16,701
			„ 18,65,506
Deduct value of plant purchased for reclamation, say			„ 1,00,000
			Rs. 17,65,506

or say including short jetties for coasting vessels along the frontage of the Reclamation, Rs. 18,00,000.

These Estimates are believed to be liberal in every respect the desire of the Commission being to over rather than underrate the cost of the scheme.

WALTER C. HUGHES, President.

APPENDIX G.

ADEN, 30th December, 1901.

Proposals by Port Trustees for Harbour Improvements.

	First Method.	Alternative
1. Dredging.—		
Vide Chairman's letter No. 1557, dated 16th November 1900 quoted in preamble of G. R. No. 6, dated 25th January 1901, Marine Dept.		
Plant—		
10 Punts		
2 Steam Tugs	Rs. 4,55,490	
1 500 ton steam Hopper ...		
1 New 1000 ton Hopper Dredger		Rs. 5,40,000
Working Expense	Rs. 18,88,810	„ 15,83,556
Total 1...	Rs. 2,344,480	„ 21,23,556
2. Wharf Scheme.—		
First section for coasting steamers and lighters only	Rs. 7,83,999	Rs. 7 83,999
Extension to comprise deep water berths outside Flint Island as per Engineer's letter No. 594, dated 21st December 1901...	„ 11,64,888	„ 11,64,888
Plant for Reclamation (10 Punts and 2 steam Tugs) allowing 1 lakh for value on completion	... ...	„ 1,30,490
Total 2...	Rs. 19,48,887	Rs. 20,79,377
Total 1 & 2...	„ 42,93,367	„ 42,02,933

NOTE:

As either scheme of Dredging is estimated to take from 9 to 10 years hence there is no allowance for value of Plant (except that specially required for reclamation in the case of the alternative) depreciation being taken at 10 per cent. per annum.

WALTER C. HUGHES, President.

BOMBAY CHAMBER OF COMMERCE, 14th August 1902.

The ACTING SECRETARY to GOVERNMENT, MARINE DEPARTMENT, Bombay.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce, I have the honour to acknowledge the receipt of your letter No. 224 G, dated 14th July, covering a copy of the Proceedings and Report of the Aden Port Commission, and requesting an expression of the views of the Committee on the subject.

2. I am in the first place to convey to Government the thanks of the Committee for having afforded them an oppurtunity of considering the matter in its relation to trade. It will be understood that any proposals calculated to facilitate trade with Aden, necessarily command the sympathy of commercial men on this side of India, and that such criticism as they may have to offer relates solely to the measure in which such proposals give assurance of increased facilities.

3. My Committee do not understand that there is or can be any difference of opinion as to the Imperial importance of the harbour of Aden, or as to the necessity that it should be made capable of accommodating vessels of such draft as can pass the Suez Canal. The fourth paragraph of the supplementary letter of the Commission, in which the claim of Aden to financial assistance is set forth, correctly bases that claim on the indisputable national importance of the harbour and adds that it is not right that the trade of Aden should alone bear the whole burden of improving the harbour. It is, of course, notorious that under present conditions the trade of Aden would not bear an increase of burdens and that, under pressure of such increase, it would be to a large extent displaced. For these reasons it is, in the final paragraph of the supplementary letter, urged that His Majesty's Government should be moved to grant a sufficient sum for the further deepening of the harbour. But my Committee regret to notice that paragraph 36 of the Report, which summarises the conclusions of the Commission, is so worded that

this work of national importance is seemingly relegated to a second place and is decreed to be contingent on the construction of wharves for the behoof of the local trade. I say "seemingly," for it may be perceived that the Commission, strictly pronounce, not the work itself, but *the expenditure of Port Trust Funds* upon the work, to be conditioned by the construction of the wharves. At the same time the Committee regret that the work of paramount importance was not more emphatically assigned the first place in the recommendations of the Commission; and they direct me to give prominence to a re-affirmation of the opinion they had the honour to express to you in their letter of the 28th February 1900, as to the necessity for giving precedence to Imperial as distinct from local interests. The Aden trade proper is small as compared with that to which Aden serves as a port of call, and it is a moot question whether any wharfage facilities at that place, can prevail against direct shipment and the development of African Ports to restore or maintain its position as an entrepôt. It would, therefore, have been desirable to avoid all appearance of subordinating the greater to the less.

4. The Commission has, however, submitted the scheme as a dual one, in which the proceeds of the one section are relied upon to finance the expenditure on both. And if a work of national importance is to be made dependent upon a local source, it must be made clear that such local source is adequate and is not in danger of being exhausted instead of developed by the arrangement. The Committee regret to find that a scrutiny of the estimates of revenue given by the Commission to some extent bears out the misgivings that appear from the evidence to have been entertained in many quarters. Indeed, one of the points that strike the Committee most forcibly is that the sense of the Report is opposed to the weight of evidence and even to the evidence of certain members of the Commission who afterwards signed the Report.

5. The scheme is recommended, however, as one that aims at "the total abolition of lighterage for ordinary cargo and at

"relieving trade of as large a proportion as possible of the present "heavy charges for landing and shipping goods." The success of the scheme, therefore, depends definitely on the purveying of enhanced facilities at a cost to trade not to be increased.

6. Again, the Commission expressly disclaim any suggestion either that the present wharves are inadequate or that the charges made are excessive. In paragraph 25 an estimate is made of Rs. 87,000 as wharfage fees to be levied at rates yielding "a total of half the present charges." It is not expressly stated whether the said total is obtained by collecting the full present rates upon half the trade or half rates upon the whole trade. But the declared purpose and justification of the scheme is the reduction of charges; and as a matter of fact it is understood that the latter alternative is contemplated. But in the face of the mass of evidence given before the Commission, there is great doubt as to whether the whole or even a considerable part of the trade will use the wharves and so come under the charges proposed. Para. 15 of the Report says:— "We do not contemplate that the existing wharves should "be closed. . . . Nor do we contemplate that steamers "should be obliged to use the berths." And the last sentence of para. 25 clearly contemplates that "charges for occasional lighterage" will be incurred "when the deep water berths are already occupied." Aden is essentially an intermediate port of call for most of the steamers entering it. Quick despatch is therefore of the first importance; and this can best be attained by remaining at a buoy where coaling and cargo operations can be carried on at both sides of the ship simultaneously. Viewing the fact that there are sometimes as many as five or six steamers in the port of Aden, all requiring quick despatch and all of which may be of a length too great to be served by a pier-head only 300 feet. long, the Committee believe that the occasional lighterage contemplated will be so frequent as to largely vitiate the scheme. On the information before them, the Committee are not disposed to think that it would be wise to count on any considerable number of the ordinary liners resorting to the wharves. On the other hand such injury as

may be done to the regular lighterage business would, probably, be recouped by higher rates of charge for lighterage, and this would create a disposition to avoid the wharfage. The Committee fear, therefore, that on the one hand, the saving to trade and, on the other hand, the revenue from wharfage might possibly prove to be illusory. The possibility of such disappointment is increased by the fact that the estimates of the Commission are based upon the only three years in the last ten which showed successive surpluses.

7. I am also to draw special attention to the fact that no provision seems to have been made for dredging the harbour after the work of deepening has been completed. Rs. 10,000 are allowed for keeping the Channel clear, but nothing is said of maintaining the increased area and depth of the basin. The smallest amount expended in any one of the past ten years in dredging the present basin appears to have been Rs. 73,000, and in paragraph 18 of the Report credit is taken for the new dredger at Rs. 2,70,000. It, therefore, appears evident that for depreciation and working even the sum of Rs. 73,000, had it been provided, would have been insufficient for operations obviously indispensable.

8. For the above reasons the Committee could not conscientiously say that the scheme submitted by the Commission is one that could be confidently expected to confer on the port of Aden the benefits proposed, unless indeed it be supplemented by a substantial grant-in-aid from the Imperial Government.—I have, &c.,

WILLIAM GREAVES, Chairman.
FREDERICK NOEL-PATON, Secretary.

ADEN, 20th June 1902.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—I am directed to request you to kindly lay the following before your Committee :—

The Aden Port Commission which sat here last December decided in favour of a scheme of reclamation with two piers thrown out far enough

to have 30 feet of water at all tides and consequently allowing ocean going steamers to come alongside and discharge without lighterage.

The cost of this was estimated to be 18 lakhs (Rs. 18,00,000) to be obtained on loan at 4 per cent. repayable as to interest and sinking fund in 40 years.

It now appears that the Government of Bombay has approved of this scheme and forwarded it on to the Government of India for sanction with the recommendation that it should be inaugurated without delay.

In the opinion of this Chamber further consideration is desirable before an irrevocable decision is come to. The estimate of revenue is based on all cargo landed or shipped being put on to the proposed public wharf; but as the Commission not only stated that there was to be no closing of the private wharves, but also declared that vessels landing or shipping cargo would have the option of using this wharf or of continuing the old system of lighterage, any figures anticipated are purely speculative and unreliable. As a matter of fact it is belived that very few steamers, would elect to use the wharf for the following among other reasons.

1. The estimate provides for only two pier heads at which steamers would come alongside, the length of each pier being only 300 feet which is much too small to begin with. Further it is a fact that steamers doing cargo business here nearly always come in a rush, several on the same day, and thus if two steamers had the berths three or four others would be discharging at the buoys.

2. Vessels coming here do coaling and cargo work simultaneously with lighters all round the ship : this could not be done if going alongside the proposed wharf.

3. The time lost manœuvring into and out of the berth would be more than is lost in tying the buoys.

4. Less confusion is likely to occur when the lighters of the vessel's own agents are used.

At our port it is of vital importance that there should be neither unavoidable delay to vessels nor additional charges on either shipping or cargo. Should this wharf be built and the revenue returns prove inadequate to pay interest, sinking fund and working expenses, there is little doubt that the deficit would have to be made good by imposing further dues on shipping or cargo or both in some shape or form. For 40 years the commerce of Aden would be saddled with this burden. It is because

of this that the Chamber considers it would be advisable to obtain the opinion of the shipowners whose vessels land or ship cargo at Aden as to whether they would be likely to use the proposed wharf or not : by doing so it is certain a more accurate forecast of probable revenue would be arrived at. I attach a list of the owners who do practically all the cargo carrying trade of Aden and if your Chamber can assist towards delaying the final settlement of the question until information on this point be obtained, it will be of great service, as this question is a very important one and has arisen at a critical time in the history of the port of Aden.

Several other objections to the proposed scheme could be urged, but the foregoing may suffice for the present.—I am, &c.,

E. RANDALL, Hony. Secretary.

The vessels of the following shipowners transact practically the whole of the cargo business done in Aden :—

North German Lloyds.
Hamburg American Co.,
German East Africa Co.,
British India Steam N. Co.,
Austrian Lloyd's Steam N. Co.,
Messageries Maritimes Co.,
P. & O. S. N. Co.,
Florio Rubattino Co.,
Bombay & Persia S. N. Co. Ltd.,
Hajee Cassum Joosub.
Bucknall & Barber's New York Lines.
Local boats of Cowasjee Dinshaw and Bros ; and s/s "Binger"
F. C. Stoick and Co's Persian Gulf Line.

ADEN, 21st June, 1902.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—Supplementing may lines of yesterday's date, I now beg to enclose original letters (which please return at your convenience) from the local agents of the Messageries Maritimes Co. ;

North German Lloyds,
Hamburg American Co ;
German East Africa Co; and Bucknall Bros.
all of which indicate that they would not use the proposed wharf.

I am informed also that the P. & O. Co. and the British India Steam N. Coy. are not in favour of the wharf and would not send their vessels alongside; and I understand the same applies to the Austrian Lloyd's Steam N. Coy.

The anticipated revenue therefore vanishes into thin air, and the wharf would be an undoubted "white elephant."—I am, &c.,

E. RANDALL,
Hony. Secretary.

BENGAL CHAMBER OF COMMERCE,
CACUTTA, 1st July, 1902.

Report of the Aden Port Commission.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—I duly received your telegram of 24th June as follows:—"No representation hitherto addressed in sense supposed but have "telegraphed Government of India to-day suggesting publication of "Report for discussion before decision please support."

Your letter of 25th June, confirming this telegam has also duly reached me.

The President of the Chamber has heard from the Secretary to the Government of India, Finance and Commerce Department, that the Indian Chambers of Commerce are to be consulted on this matter, so that any present action on the part of this Chamber would appear to be unnecessary.—Yours, &c.,

W. PARSONS, Secretary.

KARACHI CHAMBER OF COMMERCE, 5th September 1902.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—I am directed to acknowledge with thanks receipt of your letter of the 25th ultimo, handing copy of a letter addressed by your Chamber to Government, with reference to the Report of the Aden Port Commission, and to enclose for the information of your Chamber, copy of my letter to the Government of Bombay, No. 257, dated the 12th. ultimo on the same subject.—Your, &c.,

C. H. CHETHAM, Secretary.

KARRACHI, CHAMBER OF COMMERCE, 12th August 1902.

From the SECRETARY, KARACHI CHAMBER of COMMERCE, to the ACTING SECRETARY to GOVERNMENT, MARINE DEPARTMENT, Bombay.

SIR,—I have the honour to acknowledge receipt of your letter No. 224-G of the 14th ultimo, forwarding for the information of the Chamber, a copy of the Proceedings and Report of the Aden Port Commission appointed by Government to enquire into the feasibility of the scheme suggested for providing a public wharf at Aden ; and requesting the views of the Chamber on the proposals made in the Report.

I am directed to state in reply that the Committee of the Chamber having carefully studied the Report of the Aden Port Commission, together with the evidence taken by that body, would beg to submit the following remarks :—

1. That practically the whole of the mercantile community of Aden are opposed to the construction of a Port Trust wharf at an expenditure of 18 lakhs of rupees.

2. My Committee consider that in the face of this evidence so large an expenditure on the project is not justified, and looking to the statistics of the trade of Aden, they concur with the mercantile community of that port, that its resources should be husbanded, rather than be embarked on a scheme which the shipping and merchants do not apparently require.

3. My Committee think that the figures given on page 6 of the Aden Commission Report para. 23 are likely to be misleading as they give only the expenditure from the capital, and do not show how it is proposed to meet the interest and sinking fund charges after the works have been completed.

4. It would seem evident from the figures, that after completing the construction of the proposed wharf, in the seventh, and every following year, there will be a deficit of at least Rs. 40,000, which will require to be met by increased taxation, unless the trade of the port very considerably expands.

5. It would appear from the statistics given, that the trade of Aden has during the last few years shown no tendency to expand.

6. The scheme of deepening and increasing deep draft, anchorage in the inner harbour is one which meets with the approval of all concerned and proposals in this direction appear to my Committee to be in every way sound.

7. The surplus revenue of the port during the last three years is given as Rs. 1,08,000, but my Committee consider that for the purpose of obtaining a reliable average, a longer period should have been taken.

8. In any case it seems evident that the prosperity of the port demands that it should be kept up to a standard commensurate with the increasing depth of the Suez Canal, and the size, and number of vessels frequenting the port.

9. The surplus revenue available seems ample to provide the interest which the 12 lakh scheme for dredging operations involves, and my Committee would, therefore, support the scheme.

10. My Committee would beg to add in conclusion, that in their opinion the conditions at the port of Aden are very different to those prevailing at Karachi, and they consider that the views of the mercantile community and shipping agents at Aden, who are best able to judge of their own requirements, should carry great weight ; and further that no scheme which has not their cordial support be sanctioned, as it would probably be neither popular nor remunerative.—I have, etc.,

C. H. CHETHAM, Secretary.

BENGAL CHAMBER of COMMERCE,
CALCUTTA 19th August, 1802.

Report of the Aden Port Commission.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—I am directed by the Committee of the Bengal Chamber of Commerce to hand you for information copy of my letter No. 1123 of 11th August, 1902, to the Secretary to the Government of Bengal, Marine Department, with reference to the Report of the Aden Port Commission, which contains proposals for the construction of a public wharf at Aden and the further deepening of the harbour at that port.—Yours, &c.,

W. PARSONS, Secretary.

BENGAL CHAMBER of COMMERCE,
ROYAL EXCHANGE BUILDING, CALCUTTA, 11th August 1902.
No. 1123—1902.

From the SECRETARY, BENGAL CHAMBER of COMMERCE, to the SECRETARY to the GOVERNMENT of BENGAL, MARINE DEPARTMENT.

SIR,—I have the honor to acknowledge receipt of your letter No. 1311-Marine of 17th July, forwarding copy of a letter No. 171-G. of 26th

May 1902, from the Government of Bombay, enclosing copy of the Report of the Aden Port Commission, containing proposals for the construction of a public wharf at Aden, and the further deepening of the harbour at that Port, and asking for the views of the Chamber on these proposals.

2. The Committee of this Chamber have read the Report with much interest; but while fully recognising its importance and the earnest desire of the members of the Commission to work for the improvement of the Port of Aden, they regret they are unable to agree with some of its most important conclusions which they consider should be opposed in the best interests of the Port.

3. The points on which the Commission were charged to make enquiry were as follows :—

(*a*) The adequacy of the existing wharves and accommodation.

(*b*) The probability of trade development as resulting from the construction of a public wharf.

(*c*) The prospect of a sufficient return by dues or otherwise to repay the interest of the loan that may be required to meet the cost of construction.

(*d*) The question whether money should be spent on a public wharf or on deepening the anchorage.

The reference to the Commission may, therefore, be briefly summarised as an enquiry as to whether additional wharf accommodation was necessary, and if so, whether it was of more importance that money should be spent on such an undertaking or on deepening the anchorage, the necessity for which does not appear to be disputed. In view, no doubt, of the statement that the Government of India consider the commercial development of the Port of Aden as a question of special importance the members of the Commission have reported in favour of both undertakings, *viz.*, the construction of a public wharf and the deepening of the harbour not treating them as alternative enterprises but as one general scheme.

4. I am directed by the Committee of the Bengal Chamber of Commerce to intimate that while they are strongly in favour of the proposal for deepening the inner harbour, they are as strongly opposed to the scheme for the construction of a public wharf, and in this view they have the support of the principal lines of steamers calling at Aden. Some of the paragraphs in the Report dealing with the scheme for a public wharf, notably paragraphs 7, 8, 9 and 10 appear to the Committee to be

inconsistent with the findings of the Commission. The Committee do not purpose to review the Report in detail. It will suffice to challenge the findings as being based upon erroneous hypotheses. At the same time they would point out that in paragraph 6 of the Report, the statement that "it is objectionable in principle that shipping Agents who *regulate freight* should have a practical monopoly of the wharves" is based on an entirely wrong assumption, as the Shipping Agents have only to deal with the matter of freight as directed by the Head Offices of the various steamers taking cargo from Aden. Then, again, in paragraph 11 the opinion is expressed that "no half measures "should be attempted, and that any scheme for improvement in "the wharf accomodation should aim at the total abolition of "lighterage for ordinary cargo and at relieving the trade of as large "a portion as possible of the present heavy charges for landing and "shipping goods." It is proposed to do this by the construction of a deep water pier for large vessels to lie alongside. The Committee would point out that only one or, at the utmost, two steamers could lie alongside such a pier for the discharge of cargo, and the proposal in their view is based on an entirely erroneous conception of the requirements of the Port. There can be no comparison between a terminal Port like Karachi with a large export trade and an intermediate Port like Aden, which is practically only a port of call where no ocean steamer ever discharges or takes in a full cargo except of coal and salt. In such a Port as Aden quick despatch is of the highest importance, and this would certainly not be given if steamers had to berth at a Jetty. Most of the ocean steamers calling to work cargo also require at the same time to take in coal, and it is self-evident that both these operations can be performed with greater despatch in the harbour than alongside a wharf. In the view of the Committee the total abolition of lighterage is an object absolutely impossible of attainment, and even if it were not so is extremely undesirable. The Committee understand that there are often as many as five or six ocean steamers lying in the harbour of Aden, and on such occasions these vessels would suffer serious detention under the wharf scheme.

5. The argument based on the importance of developing the trade of Aden also appears to the Committee to rest upon an erroneous basis. They refer especially in this connection to paragraph 20 of the Report in which the Commission "regard it of the highest importance to carry out these "improvements to place the Port beyond the reach of possible competi- "tion, to ensure the fullest development of trade with the Lower Red Sea, "the Arabian, the Somali and the African coasts, and to establish Aden

" as the Coaling Station for all trade routes *via* Suez Canal." The Committee would point out in this connection that Aden is chiefly regarded as a port of transhipment. It is not a port at which trade can be fully developed, and the tendency now exists of taking cargo for the Red Sea ports direct. If the expenditure of the large sum mentioned in the Report as necessary to carry out the wharf scheme results in increased dues on shipping, the Committee have very good grounds for stating that instead of Aden being established as the Coaling Station for all trade routes *via* Suez Canal, the regular Liners would call at Perim.

6. The Committee notice that the statistics given in paragraph 30 of the Report of the Commission indicate that the trade of Aden is declining. These are borne out by the figures in the Annual Report of the Aden Chamber of Commerce for 1901 which refers to the continued and alarming falling off in the general trade of the Port. The decline is attributed in the Report to various causes, but the Committee are inclined to agree with the view of the Committee of the Aden Chamber of Commerce that it is due to the tendency to ship goods direct to and from neighbouring ports in place of sending them to Aden for distribution as hitherto. It is pointed out in the Report of the Chamber that vessels now go direct from the Persian Gulf, Bombay, and Calcutta to the Somali Coast and Red Sea ports, and that goods go direct to D'Jibouti for distribution in Somali land and Abyssinia. Further that at Hodeidah direct sailings to Suez save time and money and extra handling as compared with sending *via* Aden, and that savings at other ports in dues and tolls have also helped to divert trade.

7. What the Committee have endeavoured to prove is that the construction of a public wharf cannot be a financial success and will be no real improvement to the Port of Aden, and would be more likely so far, at any rate, as the coaling of steamers is concerned to drive away steamers which now regularly call at the Port, owing to increased charges. With regard to the question of dredging, the position is entirely different, and there can be no dispute as to the advantages which would accrue to the Port if this were vigorously taken in hand and the inner harbour were deepened so as to allow of all vessels which can pass the Suez Canal entering and lying there in safety at all states of the tide. So far back as April 1885 and still later on the 16th of June 1899, letters were addressed to the Secretary of State for India by the London representatives of all the principal lines of steamers trading to the East and Australia, urging the dredging of the harbour to a uniform depth of 30 feet in consequence of the increased size and draft of steamers and of the import-

ance of Aden as a fortified Port for the accommodation of vessels of the Royal Navy. A copy of this last named letter is enclosed for the information of Government. So far as the Committee are informed the completion of the scheme for dredging the inner harbour down to 26 feet at L. W. O. S. T. has not been officially notified, although 11 years have already passed since the dredging began, and the official estimated period for completing the whole scheme of dredging the Channel and the basin of the inner harbour was 2½ years from the 1st June 1897. The Committee are fully in accord with the recommendations in the Report of the Commission on the question of dredging, and would urge that the proposals made should be taken in hand without delay. The probable effect of any addition to the Port dues has already been shown, and the Committee are of opinion that as the harbour is of strategic importance and useful to Government as a Military Station, the expenditure of the dredging operations should be borne by the Government of India.

8. Turning now to the findings of the Commission as specified on page 8, paragraph 36, of the report, the Committee proceed to deal with these *seriatim* :—

(*a*) A certain amount of lighterage, and probably a very large amount, will and must continue in spite of any system of public wharves. The Committee have only to point to the conditions prevailing in the ports of London, Calcutta and Bombay as sufficiently strong evidence on this point. These ports are not simply ports of call and transhipment like Aden, and would, it might be naturally supposed, be better served entirely by wharves yet the fact remains that in all of them a very large portion of the trade is carried on by lighterage.

(*b*) The Committee challenge the conclusion arrived at in this paragraph inasmuch as only two vessels at a time, at the utmost, could be berthed alongside the wharf, and no steamers, except perhaps some of the Native-owned vessels, which call at Aden, and even this is doubtful, would go alongside the wharf.

(*c*) The Committee have very grave doubts as to the result, foreshadowed in this paragraph, being as anticipated. The main argument, in the Report, in favour of the construction of the wharf appears to be that the boat-owners' charges are too high. At the same time it is admitted that the landing

and shipping charges on the scale regulated by the Chamber of Commerce in 1896 are not in themselves excessive except in the case of kerosine oil and skins. It is worth noting that the former article is landed only at the Maala wharf where the rates regulated by the Chamber of Commerce do not apply. But if rates sufficient to pay the interest on the money required for the construction of the wharf, *viz.*, 18 lakhs of rupees, have to be levied, the probability is that there will be a material increase in the Port charges. The Committee do not see otherwise how the increased revenue alluded to in the Report can be realised, and they are also unable to follow how if an increased revenue is to be realised "a material saving will further accrue to trade."

(*d*) As has already been made plain in this letter, the Committee of this Chamber strongly recommend the deepening of the harbour, and consider this to be of far greater importance than the construction of any wharf or wharves. The deepening of the harbour in the manner suggested in the Report would, in the view of the Committee, be decidedly the best mode of benefitting the trade of the Port as a whole, and they strongly deprecate the construction of the proposed wharf.

9. As requested, I have the honour to return the enclosures in your letter.—I have, &c.,

W. PARSONS, Secretary.

9th August 1902.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—Supplementing my lines of 20th ultimo, I am directed to send you the enclosed notes re Report of the Aden Port Commission, also copy of a letter from Mr. Hormusjee Cowasjee, one of the Commissioners who signed the Report, showing that the deep sea jetty scheme was only brought forward 48 hours before the sittings closed.—I am, &c.,

J. SUMORAD, Hony. Secretary.

STEAMER POINT, ADEN, 5th July 1902.

COWASJEE DINSHAW and BROS. ADEN, BOMBAY, ZANZIBAR and SOMALI COAST. To the SECRETARY, CHAMBER of COMMERCE, Aden.

DEAR SIR,—In reply to your letter of the 4th inst., I beg to say I and Mr. Baglehole accepted the deep sea scheme as a good convenience for the trade of the Port, provided it reduced the lighterage charge.

The Port Trust original proposal for a public wharf was thrown out by the Commission and this alternative scheme was brought forward by Mr. Hughes, the President, only 48 hours before the Commission closed its sittings.

The scheme not having been discussed previously either by the Chamber of Commerce or the board of Port Trustees, the objections you now raise against the scheme did not strike either myself or Mr. Baglehole.

We simply approved of the scheme in abstract as appearing to be a good acquisition for the trade of Aden.—Yours, &c.,

HORMUSJEE COWASJEE.

ADEN CHAMBER OF COMMERCE, 9th August 1902.

Notes re' ADEN PORT COMMISSION.

1. The Report of the Aden Port Commission states that the present wharf accommodation is quite sufficient to meet the present requirements of the trade (para. 4), that the present wharves are not taxing the trade (para. 7) and that the lighterage charges are not excessive in themselves (para. 7) : but, in order to do away with these lighterage charges, the Commission proposes to build a deep sea wharf at which ocean going steamers could safely lie alongside, and which, the Report says, will levy wharfage at half the rates at present charged for lighterage.

2. The estimate by the Commission of landing and shipping charges at present (1900-1) paid by merchants to lighterowners is a minimum of Rs. 1,74,000 (para. 25) : this, the Report says, would be done away with, and wharfage would be substituted totalling Rs. 87,000, which, with a further anticipated Rs. 10,000 to be derived from extra fees and warehouse rent, would make Rs. 97,000 the total estimated revenue of this wharf.

3. The following figures of the total amounts actually received during the past three years by the firms who own the private wharves and

all the cargo lighters in Aden, for lighterage on cargo landed or shipped, show how far out the foregoing calculations are :—

	1899. Rs.	1900. Rs.	1901. Rs.	Total. Rs.
P. & O. S. N. Co., Ltd. ...	28,779	12,808	20,834	62,421
Aden Coal Co., Ltd. ...	13,010	15,255	14,599	42,864
Cowasjee Dinshaw & Bros. ...	51,734	28,452	37,101	17,287
Messageries Maritimes Co. ...	4,540	5,441	3,615	13,596
Total for three years...				Rs. 2,36,168

Thus the annual average of actual receipts for lighterage for three years works out at only Rs. 78,723.

4. Then again, the above figures include lighterage on goods taken up by water from the ship direct to the Public wharf at Maala, half way distant between Tawahi and the old town at Camp. Nearly one-half of the entire trade of Aden passes through this convenient Pier (where a large number of merchants, godowns are situated), and it would certainly continue to do so, even in the event of a deep sea jetty being built at Twahi, as cartage by land from the latter would be much more expensive than the present method of water transport. Even assuming that only a quarter of the whole trade passes through Maala Pier, deducting that proportion from the above Rs. 7,87,231 leaves Rs. 59,042 and as wharfage is to be charged at half the rates of present lighterage charges, that is Rs. 29,421 adding Rs. 10,000 (estimated extra fees, &c.) the total revenue of the new wharf under the most favourable circumstances would not exceed Rs. 39,521, a sum quite insufficient to pay even interest on loan much less sinking fund and working expenses.

5. But it is unlikely that even the immediately foregoing amount would be earned by the new wharf, as the Commission has stated it will be optional for vessels to use the wharf or not, as they see fit, and as the Board of Directors of the P. & O. S. N. Co. and of British India S. N. Co. have declared they intend to adhere to the present lighterage arrangements, and the agents of most of the other vessels which call here for cargo have also stated they will not use the wharf, the income in sight dwindles to a hopeless figure.

6. The great majority of the merchants of Aden have expressed themselves as satisfied with present arrangements. Those in favour of the wharf can be counted on the fingers of one's hand. Most of the latter appeared

to fancy a Public wharf would bring more steamers to Aden and so reduce freights ; but it is a well-known fact that the small quantities of cargo obtainable here are not remunerative, and do not attract vessels other than those Liners which on account of mail contracts and for other similar reasons, would call here in any case, cargo or no cargo. It would be a very different matter if vessels went on the berth at Aden for full cargoes, instead of merely picking up a few hundred tons at a time, which is all that offers. In like manner those advocates apparently do not grasp the fact that Aden is purely and simply a port of call, and nearly all the vessels putting in here make a stay of only a few hours ; it is absurdly unreasonable to compare Aden with terminus ports such as Karachi, Bombay, etc.

7. The Commission has expressed a desire to benefit the trade of Aden by reducing charges : but it is difficult to see how the proposed wharf can assist towards this desirable object.

On the other hand, from the figures above given, which are not merely speculative, but are based on actual facts, it would appear that the wharf cannot possibly pay its way, so that further taxation would be certain to be imposed in some shape or form to meet the deficiency. Even assuming the rosy estimate of the Commission were correct, the trade of Aden would be burdened with the existing Port Tolls for 40 years to come, whereas, if this unnecessary wharf project were abandoned, the proper dredging of the inner harbour would be completed in a few years, and thereafter the Port Tolls could be materially reduced, if not totally abolished, a desirable consummation which the merchants of Aden have clamoured for ever since these duties were first imposed in 1893. In this connection it may be pointed out that the Port Tolls paid by the merchants to the Aden Port Trust on all cargo landed or shipped total over Rs. 1,00,000 per annum, compared with the average of Rs. 78,000 paid for lighterage during the same period. Thus the Port Tolls are the real burden on the trade, and should be the first item to be reduced or done away with.

GUMMARD, Hony. Secretary.

APPENDIX W.

ADEN CHAMBER OF COMMERCE.

ADEN, 22nd May, 1902.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

Dear Sir,—I am directed to refer to this Chamber's letter of 22nd September 1901, and your reply dated 17th October, 1901. At that time the valuable assistance of your Chamber brought about the abandonment of a proposal by the Aden Port Trust to levy enhanced mooring fees on shipping frequenting this port.

There has been considerable feeling, more especially of late regarding the position in which the commercial community of Aden, stands towards the Aden Port Trust, and I have been instructed by my Committee to lay the following facts before you.

The Aden Port Trust Act of 1888. (Bombay Act V of 1888) legislates as follows as regards the constitution of the Board :—

"The Board shall consist of such number of Trustees as shall "from time to time be fixed by Government, the same being not less "than six. The First Assistant Resident at Aden, the Executive "Engineer, Aden, the Port Surgeon, Aden, and the Senior officer of the "Royal Engineers for the time being stationed in Aden, or in the "absence of any of the abovementioned officers the officer acting for "him, shall be ex-officio Trustees. The rest of the trustees shall "be appointed by Government, and of these such number as shall from "time to time be fixed by Government, shall not be public officers. "Every trustee other than the ex-officio trustees, shall, unless he "becomes in the meantime disqualified, hold office for a term of two "years."

You will observe there is no reference to the local Chamber of Commerce, which was doubtless due to the fact that in 1888, the Chamber was newly formed, and the Port Trust Act had been in course of being drawn up for a year or two previously. As 14 years have elapsed since then, it may now fairly be assumed that the Chamber of Commerce is a stable institution ; and it is, therefore, thought that the time has arrived for it to have some voice in the election of non-official members on the Port Trust.

That Board at present consists of eight members, viz :—
Captain Pottinger, First Assistant Resident, Chairman.
Lt.-Colonel Monks, I.M.S., Port Surgeon.
Major Allan, R.E., Executive Engineer.
Captain Oldfield, Third Assistant Resident.

K. B. Muncherjee R. Dholu, C.I E., Registrar of the Court.
P. W. Forbes, National Bank of India.
Hormusjee Cowasjee, firm Cowasjee Dinshaw & Brothers.
J. Menahem Messa, firm Menahem Messa.

Thus there are five official members and three non-official members ; the latter have been elected (presumably by Government) without any attempt having been made to ascertain the views of the commercial community here. As the merchants and shipping agents of Aden pay every penny of the revenue of the Port Trust, it appears somewhat strange that they should not have the right to name their representatives on the Board.

I attach a statement showing that the revenue of the Aden Port Trust for 1901-02 was Rs. 3,42,054, and that of this 19 members of the Chamber of Commerce paid Rs. 2,47,052, being 72 per cent. of the total.

The remaining members of the Chamber also paid varied amounts but I think the figures given should sufficiently establish the point that the Chamber of Commerce is the proper medium to apply to when non-official vacancies occur on the Board.

The views of this Chamber are as follows :—

1. A clause should be introduced into the Port Trust Act, providing for the election by the Chamber of say four representatives of commerce.
2. The balance of parties should be made evener by the reduction of the number of official members to four. Under the existing arrangements the civilians are invariably outvoted.
3. There should be more publicity as regards the transactions of the Board. At present the proceedings both as to Harbour Works, election of trustees, imposition of new dues &c., &c., are sometimes never heard of until long after the event.

The enclosed copy of a memorial dated London, 16th June 1899 to the Secretary of State for India shows the views of the leading shipowners of Great Britain and the Continent ; but in spite of that representation the Port Trust endeavoured to run counter to such public opinion by their quite recent proposal to impose the before mentioned mooring fees. This is another argument for adequate representations of commercial interests on the Board.

The Chamber earnestly trusts that your Committee will take this whole question into consideration and once more extend to our body the benefit of your advice and assistance in this important matter.

May I ask whether there is in your opinion any bar or hindrance to a foreigner being a member of the Aden Port Trust? The Act says nothing as to this, but as you are doubtless aware a large proportion of the Aden merchants are foreigners, and the occasion might arise when the merchants might desire one of them to act as their representative. As a matter of fact, a citizen of the United States was elected by the Government of India as a member of the Aden Port Commission which held its sittings here last December.—I am, &c.,

E. SOMERVILLE MURRAY, Hony. Secretary.

Amount paid by 19 members of Aden Chamber of Commerce (total membership 31) as per figures taken from the books of the various firms :—

	Port Tolls.	Port Dues and Pilotage.	Total.
	Rs.	Rs.	Rs.
Aden Coal Co. Ld., (including North German Lloyd)	1,0198	51,803	62,001
Max Klein	5,252	.....	5,252
Allana Muniee & Co.	566	.....	566
Aden Salt Works	10,904	.....	10,904
Abdoolabhoy and J. Laljee	1,472	.....	1,472
P. & O. S. N. Co.	1,782	44,324	46,106
Suleiman Tar Mahomed	1,398	.....	1,398
Menahem Messa...	7,000	.....	7,000
Yusufally Sarafally	1,100	.....	1,100
Messageries Maritimes Co.	2,017	12,859	14,876
Hajeebhoy Lalljee	2,764	.....	2,764
Bardey Buffard & Co.	1,617	.....	1,617
Cowasjee Dinshaw & Brothers ...	2,902	53,306	56,208
Societa Italiana, (including Rubattino Line)	3,263	5,413	8,676
Dadabhoy & Co.	617	.....	617
Arabian Trading Co., Ld.	743	.....	743
C. Tian and M. Rics	1,973	224	2,197
Luke Thomas & Co. Limited	17,150	6,405	23,555
		Total Rs....	2,47,052

Aden Port Trust Revenue for the year 1st April 1901 to 31st March 1902, Rs. 3,42,054-7-2 derived from the following dues, as per letter dated Port Trust Office Aden 29th April 1902 :—

Port Dues	Rs.	1,17,709	2 0
Pilotage fees	„	53,444	2 4
Wharfage fees	„	38,956	5 0
Toll dues	„	1,31944	13 10
As above ...	Rs.	3,42,054	7 2

LONDON, 16th June, 1899.

To the RIGHT HONOURABLE LORD GEORGE FRANCIS HAMILTON, HER MAJESTY'S SECRETARY of STATE for India.

MY LORD,—We have the honour to refer to the Memorial addressed to Her Majesty's Secretary of State for India, dated 16th April 1885, by a large number of Owners of steamships using the port of Aden, petitioning Lord Kimberley to direct that the work of deepening the Inner Harbour so as to enable vessels of deep draught to enter, remain afloat, and leave, at all states of the tide, should be begun as soon as possible, stating that the accumulated balance at the credit of the Aden Port Fund would, it was believed, provide the dredging plant required, and that the devotion thereto of the surplus funds which would continue to accrue from the dues levied, would provide for the whole of the work necessary to be done to afford ample accommodation for large vessels in the Inner Harbour.

Owing as we believe in a great measure to the representations made by the Secretary of State in response to that Memorial, the Aden Port Trust Act of 1888 was passed by the Bombay Legislative Council, and the accumulated balance at the credit of the Aden Port Fund was handed over to the Trustees by whom a dredger was purchased with the sanction of Government.

With the dredger so purchased, an entrance channel and mooring basin have been dredged to 26 feet at low water ordinary spring tides, where seven vessels can be accommodated.

We are credibly informed that with the completion of this channel and basin to a depth of 26 feet all over, the present dredging scheme of the Trustees of the Port will be regarded by them as accomplished, and that it is proposed by the Official majority on the Board to borrow a large sum of money with which reclamations and other works will be undertaken. We are also informed that a proposal is being considered by the Board to increase and extend the dues and tolls at present levied in the port to provide additional revenue, although the necessity for this additional taxation has not been sufficiently shown, and is in opposition to the representations which the mercantile community at Aden have addressed to the Board.

In consequence of the increased size and draught of steamships, and of the importance of Aden as a fortified port for the resort of Men-of-War, we desire to strongly advocate to your Lordship that it is necessary for the harbour to be dredged to a depth of 30 feet at L. W. O. S. T., also that a larger mooring basin of this depth should be made, to afford the space

required for manœuvring vessels when approaching and leaving their moorings, and that at least three more mooring buoys should be included in the deep water area. We venture to say this would carry out the intention of the Memorial we have before alluded to, and that on account of the importance of the Imperial interests associated with the deepening of the Harbour, for the accommodation of vessels of the Royal Navy as well as of the Mercantile Marine, the revenue of the Port should be devoted to this work, as heretofore, and we beg your Lordship to intervene to prevent the increase of dues, tolls, or other port charges, which we believe will not be required by a continuance of dredging as advocated herein.—We have, &c.,

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.
BRITISH INDIA STEAM NAVIGATION CO., LD.
BRITISH INDIA ASSOCIATED STEAMERS, LD.
THE ORIENT STEAM NAVIGATION CO., LD.
MESSAGERIES MARITIMES.
THE CLAN LINE STEAMERS, LD.
THE CITY LINE, LD.
HENDERSON BROTHERS.
NORDDEUTSCHER LLOYD.
DEUTSCHE OST-AFRIKA-LINIE.
NAVIGAZIONE GENERALE ITALIANA (Societa Riunite Florio-Rubattino).
ROBERT ALEXANDER & Co., (Hall Line, Ld.)
T. & J. BROCKLEBANK LD.
BIBBY BROTHERS & Co.
AUSTRIAN LLOYD'S STEAM NAVIGATION CO.
THOMAS WILSON SONS & Co., LD.
R. ROPNER & Co.
THOMAS ROBINSON SONS & Co.
WEBSTER & BARRACLOUGH.
RICKINSON, SONS & Co.
HERSKIND & Co.
JOSEPH MERRYWEATHER & Co.
EASTERN STEAMSHIP CO., LD., (J. B. Westray & Co.)
THE AUSTIN FRIARS STEAM SHIPPING CO., LD., (Galbraith Pembroke & Co.)
TELEGRAPH CONSTRCTION & MAINTENANCE CO., LD.
EASTERN TELEGRAPH CO., LD.
THE SHAKESPEAR SHIPPING CO., LD., (Glover Bros.)
MERCANTILE STEAMSHIP CO., LD.
COMMERCIAL STEAMSHIP CO., LD.
THE MOGUL STEAMSHIP CO., LD.
BUCKNALL BROTHERS.

BOMBAY CHAMBER OF COMMERCE, 13th June 1902.

The HONORARY SECRETARY, CHAMBER of COMMERCE, Aden.

DEAR SIR,—I am directed by the Committee of the Bombay Chamber of Commerce to acknowledge the receipt of your letter with enclosures dated the 22nd ultimo, on the subject of the representation which your body desires to obtain on the Board of Trustees of the Port of Aden. I am to thank you for having given them the opportunity of considering the matter, but to say that, after full discussion, they are not of opinion that the question is one which it lies within their province to take up.—I am, &c.,

FREDERICK NOEL-PATON, Secretary.

ADEN, 21st June 1902.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—I have your lines of 13th June, and note that the Committee of your Chamber have decided that the question of representation of commercial interests on the Board of Trustees of the Port of Aden is one which does not lie within their province to take up.

I am directed to enquire whether you can suggest any method of procedure towards attaining the desirable object of giving the Aden Chamber of Commerce a voice in the arrangements of the port.—I am, &c.,

E. SOMERVILLE MURRAY, Hony. Secretary.

BOMBAY CHAMBER OF COMMERCE, 3rd July 1902.

The HONY. SECRETARY, CHAMBER of COMMERCE, Aden.

DEAR SIR,—I am directed by the Committee of the Bombay Chamber of Commerce to acknowledge the receipt of your letter of the 21st June in which you enquire in view of this Chamber's inability to intervene in the matter of your representation on the Board of the Aden Port Trust whether my Committee could suggest any steps you could take for the attainment of such representation. I am to say that the Committee know of no other course in such matters but to make representation to Government which they have generally found most willing to give due consideration to any reasonable proposals on behalf of the commercial community.—Yours, &c.,

FREDERICK NOEL-PATON, Secretary.

APPENDIX X.

MEASUREMENT DEPARTMENT WORKING.

POLICE COURT PROCEEDINGS.

CASE OF ALLEGED CHEATING.

HEARING ON 13TH AUGUST 1902.

At the Esplanade Police Court, Bombay, Mr. Kursondas Chhabildas, Third Presidency Magistrate, heard a case in which Mr. William Michael, late senior measurer in the Bombay Chamber of Commerce, charged Mr. O. K. Wrafter, lately a measurer in the Chamber, and Haji Lalji Hemani, who superintended the import and export of cargo belonging to Messrs. Currimbhoy Ibrahim and Company, with forgery, cheating, using as genuine a forged document, and falsification of certificates. Mr. P. Godinho, pleader, appeared for the complainant; Mr. Dinshaw D. Davar, barrister-at-law, instructed by Mr. Goolabchand, solicitor, defended the second accused; Mr. Lynch, of Messrs. Craigie, Lynch and Owen, solicitors, watched the case on behalf of the Bombay Chamber of Commerce; and Mr. Frederick Noel-Paton, Secretary of the Chamber, was also present in Court.

In opening the case for the prosecution, Mr. Godinho said that up till 30th June last his client was in the employ of the Chamber. After taking measurements of goods to be shipped on Victoria Dock wharves he entered them in a certificate book issued by the Chamber, each page of which was divided into three parts, one of them remaining in possession of the Chamber and the other two handed to the shipper, one to be delivered on board and the other to be kept in the office of the ship's agents for assessment of freight. Certificates Nos. 177 and 178, of 26th March 1901, for goods of the Shingtai Company were made out by complainant. These were subsequently altered and presented at the P. & O. Company's office, indicating diminished measurement—they were passed and freight was recovered accordingly. Similarly the certificate of measurement (No. 265) of bales of twists made out by complainant for Messrs. Currimbhoy

Ibrahim and Company was altered and falsified. It was presented at the P. & O. office, and freight paid for. It was for about nine tons short of the actual weight. Complainant believed this practice to be of long standing, and it had occasioned loss of several thousands of Rupees to shipping companies. The disclosures he had made to the Secretary of the Chamber in regard to the affair had cost him his employment. It was at a departmental inquiry, held by Mr. Frederick Noel-Paton, the Secretary, that Mr. Michael was dismissed, and along with him the first accused and another employé named Clyne, the latter of whom, however, would be called as a witness for the prosecution. Mr. Michael received his letter of dismissal with one month's pay, for it was a monthly service, on 30th June. The Chamber should have, in a matter like this, and for the protection of shipping interests, taken the initiative, and placed the matter in the hands of the police. The first two cases of measurements related to the s. s. Socotra, and third to the s. s. Sobraon.

Examined by Mr. Godinho, complainant said he was an Armenian, who lived at Bandra. Over fifteen years he was in the service of the Chamber and rose to the higher grades from an assistant measurer. On Sunday, 30th March, second accused came to his house and produced certificates of measurements numbered 177-8. (This answer was disallowed as against No. 1, who was absent from the interview). He detained No. 2 as he expected No. 1, who came an hour and a half later. He told No. 1 the information he had received from No. 2. Turning to No. 2, the first accused said " Look here, you ——, you have cornered me. If I sink you sink, if I swim you swim, and I have done the same for your master." No. 2 kept on saying " No, no." There were mutual recriminations between both, but No. 1 admitted to witness having substituted other certificates in place of Nos. 177 and 178. Witness asked first accused " Have you done it?" Accused replied "Yes." Witness's question applied to the substitution of the original certificates issued by him. At the same interview witness discovered something more, and subsequently obtained from No. 2 a specimen of his handwriting. He produced the specimen in respect of a third certificate. Overtures were made to him by accused No. 2 not to expose them. Witness kept playing at fish with them in order to collect further information. To the Secretary of the Chamber, Mr. Noel-Paton, he made a report on the matter, and at Mr. Paton's request he made a statement in writing. (Mr. Godinho here offered to put in the statement.)

Mr. Davar said the statement having been made behind the accused's back it could not be admitted as evidence.

The Magistrate ruled it might go in, so far as it related to complainant's evidence in Court.

Proceeding in his examination, witness said he did not see the certificates. What became of the original certificates he did not know. (Certificates and counterfoils were put in.) To the best of witness's belief in the case of the No. 265 certificate, he prepared the duplicate and triplicate, and handed them over. Mr. Clyne was present at the interviews held between 30th March and 7th May. Accused were present too. The second accused pleaded for hushing up the matter. At once witness fell in with second accused's advice in order to gain his ends, namely, to obtain from the second accused one of the many letters he (No. 2) said he had in his possession from No. 1.

Mr. Godinho: Did second accused say to what effect these letters were?

Mr. Davar: I object—my objection is very elementary.

Mr. Godinho: I want to prove the general nature of these letters, which is a relevant fact. Section 65, clauses A and G, applies to cases when all correspondence cannot be conveniently examined.

The Magistrate: Nay, I can conveniently examine them all. (Laughter.)

Mr. Davar: "A" hardly applies, and it must be noted no notice whatever was given for the production of the correspondence.

The Magistrate: Objection allowed; question disallowed. Have you got over the dinner yet?

Mr. Godinho: There is nothing more to be added, I suppose.

The Magistrate: After the dinner accused left?

Witness: No; this was on a Sunday.

Mr. Davar: Perhaps only a peg or two.

Mr. Godinho: Let us be serious. What happened?

Witness: Accused No. 1 came in with Mr. Clyne. He asked me to inform Mr. Clyne of what I was doing with the certificates. I told him to talk to Mr. Clyne himself, which he did. He admitted to Mr. Clyne that he had been substituting certificates. Sometimes measurements of goods measured by me were entered in the rush of writing, by others, but the certificates regarding them were signed by myself.

The hearing was adjourned till Wednesday, 3 p.m.

HEARING ON 20TH AUGUST 1902.

At the Esplanade Police Court, Bombay, Mr. Kursondas Chhabildas, Third Presidency Magistrate, heard a case in which Mr. William Michael, late senior measurer in the Bombay Chamber of Commerce, charged Mr. O. K. Wrafter, lately a measurer in the Chamber, and Haji Lalji Hemani, who superintended the import and export of cargo belonging to Messrs. Currimbhoy Ibrahim and Company, with forgery, cheating, using as genuine a forged document, and falsification of certificates. Mr. P. Godinho, pleader, appeared for the complainant ; Mr. Dinshaw D. Davar, barrister-at-law, instructed by Mr. Goolabchand, solicitor, defended the second accused ; Mr. Lynch, of Messrs. Craigie, Lynch and Owen, solicitors, watched the case on behalf of the Bombay Chamber of Commerce.

The complainant was further examined by Mr. Godinho. He said the first accused gave him Exhibit A for the purpose of forcing the hand of the second accused to give up the documents in his possession. He asked Wrafter if he had any more documents. The latter said he had torn up all other papers before he got married. It was arranged between the witness and the first accused that he should show the second accused Exhibit A. The witness remembered two 'other occasions' when the second accused saw him besides the one he came to dinner. One of the visits was when he came as the representative of his employers. Both the accused came to see him with a view to settling the matter. When the second accused came there were besides the two accused, Mr. Clyne and Mr. Karmani Hassan. When the first accused came he was accompanied by a Mr. Wright, the representative of the Shingtai. After the first accused introduced Mr. Wright he left and remained with Mr. Clyne in a shop below his premises in Medows Street. The witness asked Mr. Clyne why he did not come up. He said he had been detained by Wrafter. This took place on the 6th May. The witness remembered two other occasions subsequent to this, when he received letters from the Secretary of the Chamber of Commerce. Counterfoils Nos. 264 and 266 in Exhibit E were in the witness' handwriting.

Cross-examination of the complainant was reserved.

Mr. Frederick Noel-Paton, Secretary of the Chamber of Commerce, examined by Mr. Godinho, said he knew the first accused and the complainant, who were both employed as measurers in the Chamber of Commerce. The first accused was dismissed from his situation on the 30th June. The committee dismissed him owing to irregularities in the measurement department. These irregularities were brought to the

witness' notice on the 7th May by the complainant. Witness asked the complainant to make a written report. He (witness) had already made a part investigation before receiving the report, and further investigation after he received the report. He called for no statement from the first accused. The latter did not submit any written statement. Witness questioned him with reference to the fact reported verbally and in writing by Mr. Michael, and with reference to further facts which had come to his knowledge. The first accused told witness many things. He made notes of statements made to him by Wrafter.

In answer to Mr. Sealy, witness said Wrafter was his subordinate when he made the statements to him. It was a point of law on which he did not feel competent to speak, as to whether he had the power to prosecute the first accused.

The Rev. Calkins, of the Grant Road Methodist Church, said Wrafter asked his consent with regard to the present case. He (witness) went and saw Mr. Paton. After a conversation with the latter, he saw Wrafter to whom Mr. Paton said it would be better to speak the truth. Mr. Paton could not hold out any inducement whatever his private feelings might be. The members of the Chamber were men of influence and some of them might be willing to find some place for Wrafter in case he was dismissed from the Chamber. Mr. Paton, the witness continued, did not say this in so many words. Mr. Paton seemed sorry for the accused but gave the witness to clearly understand that it would be better for Wrafter to stand square at whatever seeming cost.

Further hearing of the case was adjourned.

HEARING ON 27TH AUGUST 1902.

At the Esplanade Police Court, Bombay, Mr. Kursondas Chhabildas, Third Presidency Magistrate, resumed the hearing of the case in which Mr. William Michael, late senior measurer in the Bombay Chamber of Commerce, charged Mr. O. K. Wrafter, lately a measurer in the Chamber, and Haji Lalji Hemani, who superintended the import and export of cargo belonging to Messrs. Currimbhoy Ebhrahim and Company, with forgery, cheating, using as genuine a forged document, and falsification of certificates.—Mr. P. Godinho, and Mr. B. J. Dhondi, pleaders, appeared for the complainant, Mr. Hugh Sealy pleader, defended the first accused. Mr. Dinshaw D. Davar, barrister-at-law, instructed by Mr. Goolabchand, solicitor, defended the second accused. Mr. Lynch, of Messrs. Craigie, Lynch and Owen, solicitors, watched the case on behalf of the Bombay Chamber of Commerce.

Rev. Harvey Calkins, re-examined by Mr. Godinho, said he believed he saw the first accused on the same day as he saw Mr. Paton.

To the Magistrate witness said he asked Mr. Paton whether there was the possibility of a criminal prosecution. Mr. Paton said he did not know what the attitude of the Committee of the Chamber would be. Witness mentioned this to the first accused, and said Mr. Paton hoped for the best, but, in any event, he desired the first accused to tell the truth.

Mr. Davar said the statement made by the first accused to Mr. Paton who was a person in authority over him, could not go in evidence, because it had been made under an inducement, as the evidence of the Rev. Mr. Calkins showed.

Mr. Godinho said there was no inducement at all, and the statement should be admitted in evidence.

The Magistrate ruled that a promise or inducement made or given to the advantage of the first accused by Mr. Paton, rendered the statements made by the first accused to Mr. Paton of an incriminating character against himself inadmissible.

Mr. Frederick Noel-Paton, re-called, said in reply to Mr. Godinho's questions he obtained certificates Nos. 177, 178, and 265 from the P. & O. Co., but he returned them. He could not say whether the papers now obtained from Mr. Shallard and handed to him in court as the certificates were the same. They appeared to bear the first accused's signature. He was supplied with a list by Mr. Michael relating to a number of certificates, but he did not receive all the certificates, and he doubted whether he received more than the three he had mentioned. About all the certificates mentioned in the list, however, he had made inquiries.

Mr. Godinho : Did you notice any irregularities in regard to the certificates mentioned in the list ?

The question was objected to by counsel for the defence as irrelevant, and was disallowed.

Witness, continuing, said that in the counterfoil books shown to him the certificates bearing numbers 177 and 178 were for the steamer Longship, the shippers in the first case being Messrs. Ralli Brothers, and in the other Messrs. David Sassoon and Co. As regarded No. 265, the steamer appeared to be the steamer Domanico Balduino, the shipper being " Walter Pavri."

The hearing was adjourned till Wednesday afternoon.

HEARING ON 3RD SEPTEMBER 1902.

At the Esplanade Police Court, Bombay, Mr. Kursondas Chhabildas, Third Presidency Magistrate, resumed the hearing of the case in which Mr. William Michael, late senior measurer in the Bombay Chamber of Commerce, charged Mr. Oswald Kenneth Wrafter, lately a measurer in the same department, and Haji Lalji Hemani, superintendent of the import and export business of Messrs. Currimbhoy Ebrahim and Company, merchants, with forgery, cheating, using as genuine a forged document, and falsifying accounts and certificates.

Mr. P. Godinho, pleader, appeared for the prosecution ; Mr. Sorabshaw B. Kapadia, pleader, defended the first, and Mr. Dinshaw D. Davar, barrister-at-law, instructed by Mr. Wadia, solicitor, defended the second accused. Mr. Lynch, of Messrs. Craigie, Lynch, and Owen, solicitors, watched the proceedings on behalf of the Chamber of Commerce.

Mr. Frederick Noel-Paton, Secretary to the Chamber of Commerce, was further examined by Mr. Godinho with regard to the certificates in the case. Witness said the first accused made a report to him about certain consignments per steamer Maki Muru, which consignments he believed, belonged to Messrs. Currimbhoy Ebrahim and Company. Counterfoils Nos. 264 and 266 represented measurements of goods shipped by Mr. Currimbhoy's firm and bore the same date as No. 265—9th March, 1901.

Mr. Godinho : Does counterfoil No. 265 represent the measurement of only a part of the consignment of Messrs. Currimbhoy Ebrahim and Company per steamer Sobraon ?

Mr. Paton : It is part of the total goods sent per steamer Sobraon by Messrs. Currimbhoy Ebrahim, but I cannot say that they were all going to the same port.

Mr. Godinho : I call for the production of certificates corresponding with the counterfoils 264 and 266 with a view to comparing them with counterfoils 264 and 266.

Mr. Davar : I object to Mr. Godinho going into any question with reference to measurement certificates Nos. 264 and 266. I say any question with reference to those documents is entirely irrelevant. Not being subject matter of the charge, the complainant is not entitled to prove any irregularity or offence in respect of these two certificates.

Mr. Kapadia : Unless a connection between 265 and 264 and 266 was shown, and unless it was shown that they formed part of the same transaction or consignment, and proved to be fraudulent, Mr. Godinho is not entitled to go into the question.

Mr. Godinho : We say that the certificates having been passed on the same day are fraudulent ; we have reason to believe they are so.

Mr. Davar : Without seeing the certificates how can Mr. Godinho say they are fraudulent ? There is no evidence that the other transfers before the court are fraudulent.

Mr. Godinho : All we want is to show the guilty intention of the first accused ; we don't intent to make it the subject matter of a charge.

Mr. Davar : It is something like proving a "previous conviction" before obtaining the conviction in a case. Under no circumstances can the Court allow itself to embark upon an enquiry of this kind at the present stage. This can be done only when the accused are convicted of the present charges. Going on at this rate, Mr Godinho may as well ask the P. and O. Company to produce their files for a number of years to show how the first accused had conducted himself during the whole of the period. To allow him to do so would be doing a thing that would be laughed at, and there would no end to the enquiry. It would have been all very well had these certificates formed the subject of the charges. The proceedings up till now have gone very slow : only about six questions, six answers, and the rest of the hearing spent in arguments.

Mr. Godinho : Very much so.

This is not a case in which the proof of a guilty knowledge is necessary. A "frandulent intention" is quite a different thing from "guilty knowledge."

The Magistrate upheld the objection and overruled the question.

Mr. Godinho : Now I want to ask him about certificate No. 267, which is for Messrs. Tata and Co.

The Magistrate : I hope you are not introducing any other certificate which has no direct bearing on the charge, for I have already given my ruling.

Mr. Davar : Not once but twice, your Worship. I object to this question also. What have we got to do with Messrs. Tata & Co. in this case ?

The Magistrate : What does this lead to ?

Mr. Godinho : To show guilty knowledge.

Mr. Davar : Let us remove a halucination from Mr. Godinho's mind. You say "guilty knowledge ;" may I ask what "guilty knowledge ?"

Mr. Godinho : I am not bound to answer your question.

The question was disallowed.

Mr. Oswald Clyne, lately a measurer in the Bombay Chamber of Commerce, was next examined.

The hearing was adjourned till Wednesday.

HEARING ON 10TH SEPTEMBER 1902.

At the Esplanade Police Court, Bombay, Mr. Kursondas Chhabildas, Third Presidency Magistrate, resumed the hearing of the case in which Mr. William Michael, late senior measurer in the Bombay Chamber of Commerce, charged Mr. Oswald Kenneth Wrafter, lately a measurer in the same department, and Haji Lalji Hemani, superintendent of the import and export business of Messrs. Currimbhoy Ebrahim & Company, merchants, with forgery, cheating, using as genuine a forged document, and falsifying accounts and certificates.

Mr. Murzban, barrister-at-law, with Mr. Godinho and Mr. Dhode, appeared for the prosecution ; Mr. Sealy, pleader, defended the first and Mr. Dinshaw D. Davar, barrister-at-law, instructed by Mr. Wadia, solicitor, defended the second accused. Messrs. Craigie, Lynch, and Owen, solicitors, watched the proceedings on behalf of the Chamber of Commerce.

Mr. Oswald Clyne, further cross-examined by Mr. Murzban, said he remembered the 6th May, but did not remember the date on which the complainant made a statement to Mr. Noel-Paton. He thought it was made in May probably in the first or second week. He remembered having met the first accused at John Mahomed's shop in the Fort. The complainant lived above the shop. Mr. Wrafter was in the shop when witness arrived. He did not know where the first accused had come from. He went to the shop because Mr. Wrafter had asked him to meet him there. The appoinment was made at Mr. Michael's place on the previous day. Witness thought Mr. Michael was present when the appointment was made. Witness could not remember what conversation took place between him and Wrafter in the shop. Afterwards he went upstairs and met Mr. Michael. Witness

knew the second accused, who had told him that Mr. Michael had found something with the certificates of his firm, but the second accused added that he did not think there was anything wrong. The first accused said that Mr. Wright had come to see Mr. Michael as accusations had been made against his firm, the Shingtai Company. The document produced (Exhibit B) contained a signature very similar to that of the second accused. Witness could not swear that it was the second accused's signature and in regard to Exhibit A could only say the writing of it was similar to that of Haji Lalji. The measurements in Exhibit F did not agree with those on Exhibit A.

Mr. Davar said he did not wish to cross-examine the witness, but desired to make it clear that the Mr. Wright who had been mentioned was the manager of the Shingtai Company, and not the Mr. Wright of Messrs. Wallace and Company.

Yeshwant Shunker Magoolkar, a Custom House Clerk, produced certain shipping bills of the steamers Nankin and Sobraon, and said such bills were signed by the person who presented them. He had seen the second accused at the Custom House.

Mr. Murzban at this stage asked the witness to state whether or not the signature on the document was not that of the second accused.

Mr. Davar objected on the ground that Mr. Murzban was attempting to prove the contents of a document which was not in evidence.

Mr. Murzban said his object was to show that the signature on the document was similar to that on the other exhibits that had been put in and accordingly tendered the document as evidence.

The document having been put in Mr. Davar objected to the witness being allowed to state whether the signature on the document was that of the second accused, on the ground that the witness had not stated he was acquainted with the handwriting of the second accused.

The witness, in answer to further question from Mr. Murzban, said he was not acquainted with the signature of Haji Lalji.

Mr. Harold Whitworth Dillon Shallard, head of the P. and O. freight department, examined by Mr. Murzban, said he had received a summons from the Court to produce certain documents. He had known the second accused as Currimbhoy Ebrahim's *muccadum* for about seven or eight years. He came to witness in connection with the engagement of cargo. In connection with the engagement of freight a form of

application was put in. The second accused, among others, had put in such applications. They were sent in to witness written out. The second accused would sign such documents on behalf of his firm. He would be able to recognise the handwriting of the person who wrote and signed them and would so know if it was sent by an authorised person. Witness said he was acquainted with the signature of the second accused having frequently seen him write. Witness, on being shown Exhibit K. said the signatures on them differed so much from each after that he should not like to say who had signed them. He could not say who had signed the documents in Exhibit J, but he should say that the handwriting and the signature on Exhibit B were those of the second accused. He could not say who had written Exhibit A.

The witness said the applications for engagement of cargo were destroyed after some months. He produced certificates Nos. 177, 178 and 179, which were lodged with him by the shippers. He could not say who lodged them, but it must have been some representative of the shippers.

Mr. Murzban then questioned the witness in regard to other certificates informing the Court that he wished to show who was engaged in the measurements immediately preceding and following No. 177. He was prepared to show that when Mr. Michael prepared that certificate Mr. Wrafter had a separate book for his own use, and that being so, how came it that he should be using another book.

Mr. Sealy said Mr. Wrafter had a book for his own use. He said no question had been raised in regard to Mr. Michael's book not having been kept in the latter's possession. There was nothing to show that the original certificate had not come from the original book.

Mr. Murzban suggested that Mr. Wrafter had a blank book from which the certificates issued from Mr. Michael's book had been copied into and re-issued. He was prepared to show that certificates Nos. 176 and 179 had been written by Mr. Michael on the very day that he had issued the genuine certificates which had since been destroyed.

Mr. Shallard, in answer to further questions, said he produced certificate No. 176 of the Shingtai Company which was signed by Mr. Michael. The witness having produced several other documents, next gave details of the tonnage measurements they contained. Witness said he had not seen the second accused since the case was started.

Fazalbhoy Currimbhoy Ebrahim, a partner in the firm of Currimbhoy and Company, said the second accused had been in the employ of the firm as a clerk for several years.

After Mr. Murzban had put several questions to the witness in regard to the manner in which his office was managed, Mr. Davar took exception to the manner in which the time of the Court, of witness, and professional gentlemen was being wasted.

The Magistrate said it appeared as if Mr. Murzban was making an instrument of the Court to obtain information, and thought that it would be better if he employed detectives to get what he wanted.

Mr. Murzban said he had been handicapped by not having had the documents before him.

William Michael, the complainant, in answer to Mr. Murzban gave particulars of such of the exhibits before the court that were in his handwriting.

Mr. Murzban then applied for a further adjournment as Mr. Shallard's examination was not completed.

Mr. Davar objected to the adjournment as all the witnesses had been summoned, and the greater part of the day set apart for the hearing.

Mr. Murzban said he wished to further examine Mr. Shallard and to call a Mr. Gajjar.

The Magistrate said it would be the best for Mr. Murzban to make an application for the examination of further witnesses.

Mr. Sealy pointed out that the prosecution had summoned a Mr. Royal as a witness, but after keeping him in Court all day, had not called him.

Mr. Murzban said he had exercised his discretion in the matter, as he had found Mr. Royal had been only called to Court on a trivial point.

The first accused in answer to the Magistrate said he had no statement to make as he knew nothing about the incidents. Whatever had to be said would be stated by his pleader.

The second accused said he left his defence to his counsel, and did not wish to make a statement.

Mr. Murzban at this stage handed in a written application for the postponement and for the examination of further witnesses, including Professor Gajjar, the writing expert.

The Magistrate said that no explanation had been given as to why Mr. Gujjar had not been called that day.

Mr. Murzban remarked that Mr. Gujjar was a professional expert whose time was valuable.

After some further discussion the Magistrate ruled that the case for the prosecution was closed.

Mr. Murzban : You see, Mr. Shallard had to produce certain documents.

Mr. Davar : I think Mr. Shallard has been very good to them.

The Magistrate said at the next hearing he would hear the legal gentlemen on the question of the framing of charges. He then adjourned the further hearing to Wednesday next, at 1 p.m.

HEARING ON 17TH SEPTEMBER 1902.

At the Esplanade Police Court, Bombay, Mr. Kursondas Chhabildas, Third Presidency Magistrate, resumed the hearing of the case in which Mr. William Michael, late senior measurer in the Bombay Chamber of Commerce, charged Mr. Oswald Kenneth Wrafter, lately a measurer in the same department, and Haji Lalji Hemani, superintendent of the import and export business of Messrs. Currimbhoy Ebrahim and Company, merchants, with forgery, cheating, using as genuine a forged document, and falsifying accounts and certificates.

Mr. Murzban, barrister-at-law, with Mr. Godinho and Mr. Dhonde, appeared for the prosecution ; Mr. Kapadia, pleader, defended the first, and Mr. Dinshaw D. Davar, barrister-at-law, the second accused.

On the case being called on the Magistrate asked Mr. Murzban to show what evidence there was to connect the second accused with the charge.

Mr. Murzban pointed out that the second accused had actually shown the genuine certificates, of which they had the forged one before the Court. That was supported by Mr. Michael's evidence, for the complainant had shown that the second accused had produced the genuine certificates before him. At that time the forged ones were actually lodged with the P. and O. Company, and the freight had been paid on them and the cargo secured. What took place was that after the two accused fell out, the second accused came to Mr. Michael in 1902 with the genuine certificates and told him that the forged documents had been lodged with the P. and O. Company a year previous. That showed that the second accused was then in possession of the genuine certificates, and

after falling out with the first accused had come to Mr. Michael with a view to getting the better of the first accused, and getting him to do something in regard to which they had quarrelled. Counsel then reviewed the evidence at considerable length, and said the handwriting on the documents was sufficient to connect the two accused with them. It was with a view to further establishing the handwriting that he had wished to call Professor Gajjar and a clerk from the custom house. Mr. Murzban said the prosecution ought to have been taken up by the Chamber of Commerce and the P. and O. Company, but on Mr. Michael taking it up himself he had found himself surrounded with difficulties.

Mr. Davar remarked that the Chamber of Commerce must have had very proper motives for not taking action. He considered the Chamber would not take up a prosecution which was brought for the purpose of extortion. Mr. Davar enquired why the Chamber should have taken up the present case.

The Magistrate : Because he says the Chamber was defrauded.

Mr. Davar considered the Chamber should be in a position to know when it had been defrauded.

Mr. Murzban said the P. and O. Company had also been defrauded of the freights, and that being so, they should have assisted the prosecution, and pointed out that the Chamber of Commerce had since proceeded against another man before the Chief Presidency Magistrate.

Mr. Davar said the latter case was one against a native, and was different to the present prosecution.

Continuing, Mr Murzban pointed out that the forged counterfoil signed by the first accused could not have been taken from the complainant's book, for on examination it would be found that the sizes of the pages did not correspond. Then, again it would be found that in Wrafter's book the printed word "packages" appeared, but that word did not appear in Michael's book. It would be noticed that the word appeared on the forged counterfoil. Counsel then pointed out other differences between the two books and the counterfoils, as supporting the contention of the prosecution that the counterfoils had not been taken from Michael's book, or filled in at the latter's dictation. He then proceeded to deal with the evidence of Messrs. Shallard and Noel-Paton, and submitted that fraud was shown to have been committed by reason of the short measurements that have been given in the counterfoils. The onus was on the first accused to show where the inner foils of the counterfoils were.

He held that on the evidence a strong case had been made out for charges being framed against the accused of cheating, forgery, using as genuine a forged document, and abetment."

Mr. Davar, for the second accused, said the Court had before them in the person of the complainant an irresponsible person, who was setting himself up as a champion of justice as he found that the Chamber of Commerce and P. and O. Company were not doing their duty by prosecuting their dishonest servants. The only point established against the second accused was that he was said to have gone to Michael and confessed to the frauds, but there was nothing to show that the documents were forged or presented. Counsel said it would be childish to ask any Court to frame charges against the second accused on such evidence as had been produced, for if the matter was analysed it would be found there was really nothing against him. It appeared as though the Court had to believe that Mr. Currimbhoy Ebrahim had conceived an elaborate system of fraud and had made it worth the while of the measurers to get the measurements reduced. Mr. Davar further submitted that the saving effected, if there had been any fraud, was so small as to make it impossible for such a system of fraud as suggested to have been carried out.

The hearing was then adjourned to Wednesday next.

HEARING ON 24TH SEPTEMBER 1902.

At the Esplanade Police Court, Bombay, Mr. Kursondas Chhabildas, Third Presidency Magistrate, resumed the hearing of the case in which Mr. William Michael, late senior measurer in the Bombay, Chamber of Commerce, charged Mr. Oswald Kenneth Wrafter, lately a measurer in the same department, and Haji Lalji Hemani, superintendent of the import and export business of Messrs. Currimbhoy Ebrahim and Company, merchants, with forgery, cheating, using as genuine a forged document, and falsifying accounts and certificates.

Mr. Murzban, barrister-at-law, with Mr. Godhino and Mr. Dhonde, appeared for the prosecution, and Mr. Sealy, pleader, defended the first accused.

On the case being called on, Mr. Sealy, for the first accused, said he was not present on the last occasion and so did not know what had happened.

The Magistrate said a good deal happened, and that Mr. Murzban had showed to a very great extent that the forged document could not be the counterfoil of the genuine book, as its size and paper were different.

Mr. Sealy said in that case he should like to put the complainant and Mr. Clyne in the box and cross-examine them.

The Magistrate said he did not think Mr. Sealy could do that until the charges were framed.

Mr. Sealy enquired what charges he had to meet?

The Magistrate asked him to confine himself to Sections 477 A, and 468.

Mr. Sealy said the first referred to falsification of accounts, and submitted there was no evidence to show that the document in the case was an account. He again asked permission to cross-examine Mr. Clyne.

The Magistrate said Mr. Sealy had been given an opportunity of doing so at an earlier stage of the case.

Mr. Sealy remarked at that period there were so many charges mentioned that he was not in a position to know which he had to meet and submitted that there was no evidence to show that the document, before the Court was a forgery. It did not necessarily follow that if it was assumed that the counterfoil was in Wrafter's handwriting that it was a false one. The documents must be taken to speak for themselves. He submitted that the P. and O. Company and the Chamber of Commerce were the people who had been defrauded or had suffered, yet strange to say Mr. Michael was the individual who had come forward to prosecute. They had to consider the circumstances under which he came to Court, and to bear in mind that he was the only person who had proved the counterfoil. Mr. Sealy asked where was the evidence of the forgery, and asked the Magistrate to examine the evidence bearing on that point.

Mr. Murzban said Mr. Michael's and Mr. Paton's evidence proved the forgery.

Mr. Sealy submitted that under Section 468 he had a right to cross-examine the complainant and the witnesses, and asked the Court to state what charges it intended to frame.

CHARGES FRAMED.

The Magistrate then framed charges against the first accused of falsifying three measurement certificates, the property of the Chamber of Commerce, and secondly with forging the documents, and asked Mr. Sealy if he intended to call evidence.

Mr. Sealy said he wished to call Mr. Michael, the complainant.

Mr. Murzban : With regard to the second accused ?

The Magistrate : I do not frame any charge with regard to the second accused, and order him to be discharged for want of sufficient evidence. The Magistrate's order was as follows :—I do not think the evidence against the second accused, as it stands before me, is sufficient to justify me in either framing a charge against him or in sending him for trial before a jury. There is absolutely no evidence before me to show that it was he who used the certificates Nos. 177, 178, and 265, now alleged to be forged, as genuine by presenting them to the P. & O. S. N. Co. Mr. Shallard, of the P. & O. Co., says they were presented by the shippers, and he does not say anything from which it could be even inferred that the second accused lodged exhibit F with him. Certificates Nos. 177 and 178 show that the shippers are the Shingtai Co. There is absolutely no evidence taken to show what connection the second accused has with that company. He is shown to be a clerk in the service of Messrs. Currimbhoy Ebrahim and Co., who generally attended to the dock business of that firm. I, therefore, fail to see why he should present certificates Nos. 177 and 178 to the P. & O. Company. The evidence before me has disclosed the name of one Wright as the person connected with the Shingtai Company, but he is neither called as a witness, nor is he charged with having committed any offence. There remains the certificate No. 265, in which the shippers are Messrs. Currimbhoy Ebrahim & Co. With regard to that certificate also there is nothing to show that the accused presented it to the P. & O. Co. It is no doubt quite probable that he did so, but I do not think this court would be justified in acting upon probabilities only, however strong and convincing they may be. There must be something definite to show that he presented it, and as Mr. Shallard's evidence does not show that, the charge under section 471, I. P. C., falls to the ground. With regard to the second charge suggested by counsels for the prosecution, *viz.*, the abetment of the falsification of certificate No. 265, I also think that the evidence against him is not sufficient to justifiy this Court in framing charges against him under sections 477, and 109, I. P. C.

THE ONLY IMPORTANT EVIDENCE.

The only important evidence on which the prosecution rely is exhibit A, which it is alleged by the complainant Michael that the first accused gave him, saying the second accused had given it to him. There is no evidence to show that exhibit A is in the second accused's handwriting, or that he gave it to the first accused. The witness Clyne says that the writing in exhibit A appears similar to the second accused's handwriting, and as to the figures he says he could not say in whose handwriting they are. Mr Shallard does not even go so far as Clyne. He says: "I cannot say in whose handwriting exhibit A is." Such is the evidence about exhibit A, which is alleged to be the basis of the forged certificate No. 265. No doubt, the contents of exhibit A go to show that certificate No. 265 must have been copied from exhibit A, but it does not necessarily follow from those circumstances alone that the second accused instigated the first accused to prepare the certificate No. 265, assuming that exhibit A is in the handwriting of the second accused. There is nothing which can be turned "evidence" to connect the second accused with the falsification of certificate No. 265. Even the complainant's evidence, if believed, does not conclusively connect the second accused with the falsification of No. 265. According to complainant's story he saw the genuine certificates Nos. 177, 178 and 265 with the second accused long before exhibit F was lodged with the P. and O. Co. He is not supported by any evidence with regard to that point, and his evidence must be taken for what it is worth. He pretends to appear before this Court in the capacity of a great vindicator of justice, but this Court is not prepared to wholly accept his pretention in that line. Admittedly the parties likely to be affected by the forged certificates are the P. & O. Co. and the Chamber of Commerce. Instead of their complaining to this Court, the complainant, a dismissed measurer, takes upon himself that duty without being asked by anybody to do so. That is a circumstance which cannot but strike one as suspicious. With whatever motive the complainant may have come in this Court (and this Court has no business to pry into them until they are disclosed) this much is clear, that it could not be purely with the object of obliging the public that the complainant comes forward in the garb of a champion of justice, and a vindicator and avenger of all that is unlawful and bad. Why have not the Chamber of Commerce and the P. & O. Co. thought it proper to complain in this matter, is a question which it is impossible to answer, now without materials, but the fact of them not doing so is a circumstance from which the Court would be justified to some extent in looking upon

the evidence of the complainant with an eye of suspicion unless corroborated in material particulars. As the evidence of the complainant stands by itself, and as I am not inclined to accept the interesting suggestion made by the second accused to hush up the frauds committed by him with the disinterested motive of preparing evidence against both accused, and as his evidence does not connect the second accused with the issue of the certificate No. 265, I don't think any good purpose will be served by sending the second accused before a jury, nor is the evidence before me sufficient to justify me in doing so. I, therefore, order the second accused to be discharged. He must not, however, suppose that he leaves this Court as a person to be totally innocent of the offences charged against him. The circumstances disclosed in the evidence before me are by themselves sufficient to enable me to form a moral conviction. They are, indeed, very suspicious as far as he is concerned, and it is purely owing to want of sufficient evidence that he suceeds in leaving this Court a free man, and in throwing dust in the eyes of the P. and O. Company, the Chamber of Commerce, and in the eyes of that champion of justice, the complainant.

THE COMPLAINANT CROSS-EXAMINED.

William Michael, the complainant, cross-examined by Mr. Sealy, said the measurement books were in triplicate, consisting of the counterfoil, the duplicate and the original. When there was a rush of work he would call in the assistance of the measurer who was working with him to fill in the second and third parts of the certificate that was then being written. The inner foil was written by the measurer himself. On the 9th and 26th March, 1901, the only assistant measurer he had was the accused Wrafter, and he would only have taken his assistance. He could swear that the accused did not assist him on the date when the three certificates were made out. In March he may have assisted in filling in the counterfoils. He was not prepared to swear that the accused did not assist him at any time on the 9th or 26th March. Mr. Sealy having pointed out the manner in which the witness was fencing with the questions, ascertained from the complainant that he had no idea at what time he wrote exhibits C, D and E. He remembered that the steamer Sobraon took in half her cargo in the dock and half in the stream, owing to there being insufficient water in the docks. The entries in the inner foils were taken from pocket books, which are supplied by the Chamber of Commerce, and returned after being used.

The Magistrate : Why were not those books produced ?

Mr. Sealy : Ah, I am coming to that.

The complainant, continuing, said the entries in the pocket books were made at the actual time of measurement, and the entries were made on the counterfoils after they had been on a tour of the docks. There was no definite time between the entering of the measurement in the pocket book and on the counterfoil. During that period of time he might make entries in the pocket book referring to a number of steamers.

Mr. Sealy : Do you remember measuring the goods by the Socotra ?

Complainant : No. Continuing, he said the entries on exhibits C and D were in his handwriting, but beyond that he remembered nothing further of the writing incident. He remembered the writing or certificate No. 265, as he made it before the steamer left. The vessel, he thought, was at No. 12 shed when he wrote out the inner foil of that certificate.

Complainant said it was very unusual for a steamer to leave in the way the Sobraon did, because she left a lot of cargo behind. Some of the cargo was measured and some unmeasured. He did not make a note at the time that some of her cargo was unmeasured. As the senior measurer he did not depute anyone to measure the cargo. It was not his duty to do so. He made no report to his office of the circumstance, as there was no necessity for it.

Mr. Sealy : I want you to consider the position of the Chamber of Commerce. Here is a ship leaving with a lot of cargo unmeasured. Is it not the duty of the measurer before she leaves the dock to ascertain or make some report on the cargo ?

The complainant replied in the negative, and said that when refunds were applied for they did not ascertain who had measured the cargo. They relied exclusively on their certificate books. The steamer Sobraon was wrecked on that trip. By the rules of the Chamber he was supposed to make a note of the time when he measured goods. In practice they did not observe the rule. It was broken in the case of each of the certificates C, D, and E.

Mr. Sealy : In fact, you went on a happy-go-lucky system, did you not ?

The complainant said he did not think so. He was not prepared to swear from memory that he wrote exhibit E, but was in a position to say that he wrote the outer foil of No. 265, and the preceeding and following

ones were written by him. The certificate books are left in the office in nobody's charge in particular.

Mr. Sealy was proceeding to question the complainant in regard to the numbers of certificates in the books, when

The Magistrate cautioned Mr. Michael against prevaricating, pointing out that he appeared to qualify every answer with something or other. "

THE CARE OF THE BOOKS.

Continuing the complainant said anyone who was maliciously inclined could, if they liked, have got at the books in the office. In the book produced he may have cancelled the last page because he may have used the outer foils of the pages in writing up certificates of another inner foil in which he might have made a mistake. He had a cousin, Mr. C. J. Michael, the Assistant Secretary of the Chamber of Commerce. He did not know if the books were kept in Mr. C. J. Michael's custody, but they were sent to the Chamber for safe custody after they were finished. If they wished to inspect them they went to the Assistant Secretary, who either handed them over or sent them down. From the 30th March, 1902, to the 6th May, witness said he had access to the books without permission. He had not asked his cousin for permission nor did he ask for it from Mr. Noel-Paton. He did not remove the books from the office of the Chamber of Commerce, and had not shown the books before the Court to any one. He had shown some books to the two accused and Mr. Clyne. He only showed the outer covers. They were the finished books which were in his custody at the docks, and which were taken to his home for safe custody. He had made a copy of an inner foil of one of the books in the office without permission. It was a copy of certificate No. 265. He had shown that to Currimally. He was not in the habit of taking the books home. He had shown the copied certificates to Messrs. Clyne, Wrafter, Wright, Currimally and Heerjabhoy. He knew nothing of a circular having been issued preventing him from taking the books home. The books were in his charge at the dock chowkie, and as he suspected Wrafter he took them home.

The Magistrate at this stage took occasion to remark on the length of the cross-examination.

Complainant, continuing, said he first knew of the frauds on the 30th March, and made his report on the 8th May. During his conversation with Currimally there was no reference to a sum of Rs. 18,000. In May

he obtained a week's leave from his cousin in the absence of Mr. Paton. and during that period had interviews with Wrafter, Clyne and others. He had returned all the books to the office.

The complainant was then re-examined, and stated that the measurer who filled in the inner foils of certificates had to sign the counterfoils, even if the latter were made by an assistant.

Mr. Murzban asked to be allowed to have the pocket books produced, as the Magistrate had asked why they had not been produced.

The Magistrate said he had no suspicions in the matter. The hearing was then adjourned to Wednesday next.

HEARING ON 8TH OCTOBER, 1902.

At the Esplanade Police Court, Bombay, before Mr. Kursondas Chhabildas, Third Presideney Magistrare, the case in which Oswald Kenneth Wrafter, lately a measurer in the Chamber of Commerce, was charged at the instance of Mr. William Michael, late senior measurer, with forgery, cheating, using as genuine forged documents, and falsifying certificates was again called on for hearing.—Mr. Murzban, barrister-at-law, with Mr. P. Godinho and Mr. B. J. Dhondi, pleaders, appeared for the complainant, and Mr. Acworth, solicitor, with Mr. H. Sealy, pleader, defended.

Mr. Murzban said he hoped at the stage the case had reached the Magistrate was quite satisfied from the evidence that a *prima facie* case had been made out, and that, therefore, charges should be framed against the accused, who should be committed to take his trial at the Sessions.

Mr. Acworth said he would request the Magistrate to allow him to cross-examine Mr. Noel Paton and Mr. Clyne, and to call some more witnesses before accused's committal was finally decided on. He was confident that if the Court would hear the additional evidence he proposed to adduce it would be seen that no case for committal had been made out, as alleged. Unless Mr. Michael proved that the originals of exhibit F were in his own handwriting the case could not possibly stand against the accused. Mr. Michael had not proved that, but said that he saw them in the possession of Haji Lalji Hemani. When he saw the originals Mr. Michael was ready to trip up Wrafter and Lalji. It was not possible that Mr. Michael would have allowed the originals to slip from his hands.

The Magistrate said he was not going to take any risk as to the credibility or otherwise of the witnesses. A *prima facie* case had been made out, and he would commit the accused to the Sessions for trial. In order to afford him an opportunity to apply to the High Court for bail, he would defer his formal committal until Monday.

Mr. Murzban said the Magistrate, when discharging the second accused on a former occasion, made observations about Mr. Michael, but counsel wished to bring it to the knowledge of the Court that had the judgment been read out in Court the prosecution would have shown by means of correspondence that had passed between Mr. Paton and Mr. Michael the circumstances in which Mr. Michael left the service of the Chamber of Commerce, and the circumstances which compelled Mr. Michael to institute these proceedings.

The Magistrate: We have nothing to do with that matter now.

HIGH COURT SESSIONS.

A MEASURER'S ALLEGED FORGERY.

HEARING ON 5TH DECEMBER 1902.

Oswald Kenneth Wrafter, a measurer in the employ of the Bombay Chamber of Commerce, stood charged with falsification of accounts and forgery for the purpose of cheating. Mr. M. M. Murzban, instructed by the Public Prosecutor, appeared to prosecute; while Mr. Lowndes defended the accused.—Mr. Weldon appeared to watch the case on behalf of the P. and O. Company.

As the accused is a European British subject, a mixed jury consisting of a majority of Europeans was asked for, and the application was granted. Of the nine jurors eight were Europeans and one Hindoo.

Mr. Lowndes said before his learned friend opened the case on behalf of the prosecution, he might mention that there were certain matters which it was not desirable should be discussed in the presence of the jury. It was purely a matter of law which need not be discussed while the jury were present.

His Lordship: Under what procedure do you propose to do it:

Mr. Lowndes said it was purely a question of law. He imagined the prosecution would be quite willing to discuss the question of the admission of certain evidence in the absence of the jury.

Mr. Murzban said he was in utter darkness as to what particular piece of evidence his learned friend referred to.

Mr. Lowndes replied the question he proposed to discuss was whether a certain piece of evidence given by Mr. Paton in the lower Court, and about which that Court had made a certain decision, was admissible.

His Lordship said he understood that the discussion of the question before the jury might prejudice them.

Mr. Lowndes: Certainly.

His Lordship: I do not see any objection to the point being discussed in the absence of the jury.

Mr. Murzban said now that his learned friend had informed him as to what particular piece of evidence he was going to discuss, he might say that he had not the least objection to the course proposed by him. It was quite within his power to oppose such an application, but he did not wish to do it because it was the desire of the prosecution that the accused should have a fair trial.

It was, after some discussion, agreed that after the case had been opened by counsel for the prosecution, Mr. Paton should be examined first as a witness, and that when his evidence reached a certain stage the point should be discussed in the absence of the jury.

Mr. Murzban, in opening the case for the prosecution, said: Mr. William Michael, who initiated this prosecution in the Police Court, was senior measurer in the service of the Chamber of Commerce, in which capacity he served for a period of sixteen years. The accused was his assistant, and they both worked at the Victoria Dock at the time the frauds, which formed the subject of the present prosecution, were perpetrated. Counsel then explained at some length the duty of a measurer and proceeded to observe that by an arrangement between a majority of the shipping companies and the Chamber of Commerce the measurement of goods was entrusted to the Chamber, and the certificates passed by the measurers in its service were used as the basis for assessment and payment of freight. The duty of the measurer was to measure goods brought for shipment to the docks. The accused and one Haji Lalji Hamaney, who was charged before the Magistrate as an accomplice of the accused, but was discharged by the Magistrate for want of evidence, happened to fall out in the last week of March, 1902. On the 30th of that month, Hamaney went to Michael, and in a spirit of revenge showed Michael two certificates of measurement

of the Singtai Company bearing Nos. 177 and 178. These were in Michael's handwriting and over his signature. Hamaney asked Michael's advice regarding sending those certificates anonymously to the P. & O. Company to revenge himself on Wrafter, and on learning of that fabrication Michael detained Hamaney for the purpose of confronting him with the accused, whom he expected that morning. The accused came, and on Michael telling him what he had heard from Hamaney, the accused abused the latter and said that he had been doing the same, that was to say, fabricating certificates for the firm of Messrs. Karimbhoy Ibrahim and Co. The accused then threatened Hamaney, saying "You swine, if I swing, you swing with me too." Accused admitted the fabrication of the certificates, and Michael set about collecting materials to establish the frauds against Wrafter and Hamaney. At an earlier stage of the investigation Michael obtained from the accused the handwriting of Hamaney. The slip, counsel said, was an important document in the case, and formed the basis upon which the measurements were to be made out. All the time Michael was making enquiries he managed to allay the suspicions of the accused and Hamaney by encouraging them into the belief that he would not expose them. Michael afterwards reported the matter to the Secretary of the Chamber of Commerce, who at once proceeded to institute further inquiries, with the result that the allegations were confirmed. In connection with the inquiry made by Mr. Paton, the Secretary of the Chamber, one important fact had to be borne in mind, inasmuch as it afforded an irresistible proof of the straightforwardness of the statement made by Michael. Mr. Paton made inquiries quite independent of Michael. When the complainant started the prosecution against the accused and Hamaney, he had not a scrap of confirmatory evidence at his disposal. Without having any aid or assistance from either the Chamber of Commerce or the P. & O. Company, Michael had to rely entirely on the inculpatory admissions of the accused Hamaney. The first inspection of certain documents which Michael had, was after they had been tendered in evidence in the Police Court, and the fact that those documents were found to be fabricated afforded further and ample corroboration of the statement made by him to Mr. Paton and before the Magistrate. Speaking about the measurement certificates, counsel drew the attention of the jury to three of them, *viz.*, those marked Nos. 177, 178 and 265, the first two of which related to the firm of Shingtai Company, and the latter to the firm of Karimbhoy Ibrahim & Co. Counsel then explained the manner in which these measurement certificates were prepared at the Docks, and said that printed books of

certificates were issued by the Chamber of Commerce to their measurers. When a certificate, consisting of an inner, middle and outer foil was fully prepared, the inner foil was retained in the book and remained with the authorities of the Chamber, the middle and the outer foils being handed over to the shipper's man. The latter usually delivered one of these two foils on board the ship, and took the other to the shipping company for assessment and payment of freight. The three certificates on which the accused had been charged contained shorter measurements than those indicated by Michael's inner foil. These were not the only certificates fabricated by the accused. The reckless manner in which he tampered with the certificates would be illustrated by the fact that he had been manipulating not only Michael's certificates for that particular company—Karimbhoy and Company—but he had also manipulated certificates prepared and issued by himself. The accused was discharged from service on the 30th June last, and so was Michael. It was indeed very hard that the accused and Michael, the latter of whom was an innocent party and had helped in the detection of the frauds, immensely benefiting the shipping interests of Bombay, should be made to row in the same boat as the accused. Indignant at the imputation Michael wrote to the Chamber on the subject, but as he failed to get a satisfactory reply he thought he had no other recourse but to institute proceedings against the accused by way of clearing his character. In the course of the trial, evidence would be produced showing that during the Police Court investigation, and later on by the Public Prosecutor, a few more certificates had been found out in the handwriting and over the signature of the accused, for which there existed no counterfoils in the accused's handwriting, and it would be shown by means of that evidence that these additional certificates were also in connection with the firm of Karimbhoy Ibrahim and Co. Counsel further stated that notice had been issued from the Appellate Side of the High Court why Hamaney, who had been discharged by the Magistrate, should not be called upon to take his trial at the Criminal Sessions of the High Court.

On the Court sitting after luncheon, with regard to the portion of the evidence of Mr. Paton which was objected to, Mr. Murzban said he would call Mr. Paton as a witness, and his learned friend might cross-examine him as to the portion he objected to. He had no objection to a reasonable cross-examination.

His Lorship said he did not know what would be objected to, but it might be dealt with in cross-examination in the absence of the jury.

The jury were then told to retire, and Mr. Paton was examined and cross-examined as to certain statements made to him by the accused.

The Rev. Mr. Calcans was also called and examined in the absence of the jury.

Counsel then cited a number of cases. Mr. Murzban argued that the statements objected to were admissible, Mr. Lowndes arguing to the contrary.

His Lordship decided that the statements were inadmissible.

The Court then adjourned.

HEARING ON 6TH DECEMBER 1902.

Oswald Kenneth Wrafter, a measurer in the employ of the Bombay Chamber of Commerce, stood charged with falsification of accounts and forgery for the purpose of cheating. Mr. M. M. Murzban, instructed by the Public Prosecutor, appeared to prosecute; while Mr. Lowndes defended the accused.—Mr. Weldon appeared to watch the case on behalf of the P. and O. Company.

Mr. William Michael, Senior Measurer in the employ of the Bombay Chamber of Commerce, examined by Mr. Murzban, said he was for close upon sixteen years in the service of the Chamber, the accused Wrafter being also employed there in the same capacity. Hamaney was in the employ of Messrs. Currimbhoy Ebrahim and Co., superintending the work of export and import for that firm. Witness described his duties as a measurer, and related the procedure observed in measuring cargoes brought to the docks and subsequently shipped on board the vessels. He then deposed to the circumstances under which Hamaney complained to witness about the accused regarding certain certificates, and also to the interview which he had with the accused at his house in Medows Street in the presence of Hamaney. Wrafter was very anxious to get back from Hamaney all the incriminating certificates. Wrafter gave him a slip in Hamaney's writing. Witness described another interview he had with Wrafter, Clyne, Hamaney and Karmali Hussein, when he declined to settle the matter. He reported the matter to the Secretary of the Chamber, who did not take him into his confidence. The witness was examined at great length as to details of counterfoils, entries in different books, and various other documents which had been put in as exhibits in the case.

Cross-examined by Mr. Lowndes, witness said these rules (put in) were handed to him for his guidance in December 1901. In March, 1901, witness and accused were employed at the Victoria Dock. He did not about that time apply to the Chamber of Commerce for further assistance.

In July, 1901, witness had three assistants under him at the Dock. Witness did not know when the cotton season began in Bombay—that was when the largest quantity was exported from Bombay. When witness and accused were measuring together each had his own book. To witness's knowledge neither of them wrote in the other's book. In writing out the certificates the Chamber of Commerce rules were not observed. Some rules were not observed at all. In every case in which he gave certificates he took the measurements himself. There were instances in which the counterfoils were in accused's writing where the measurements were taken by witness. He could not understand how the accused had written them. Witness swore that he did not dictate them. He could not explain how they came to be written by accused. Witness could not say that when he wrote the counterfoils he always handed them to his assistants to write the other two. Immediately after a party said he did not want a certificate witness tore it up, and the floor was strewn with torn-up certificates. After the 10th April blank certificates were kept in the table drawers and remained there some time. Sometimes witness wanted an extra certificate form. Sometimes when he spoiled a certificate he tore out another from the book. Witness never used to recall certificates in certain cases. He did not recall a certificate at all. Accused recalled his certificates in some cases. Witness had many employments before he joined the Chamber.

The Court then adjourned.

HEARING ON 8th DECEMBR 1902.

Oswald Kenneth Wrafter, a measurer in the employ of the Bombay Chamber of Commerce, stood charged with falsification of accounts and forgery for the purpose of cheating. Mr. M. M. Murzban, instructed by the Public Prosecutor, appeared to prosecute; while Mr. Lowndes defended the accused.—Mr. Weldon appeared to watch the case on behalf of the P. and O. Company.

Mr. Murzban said before the cross-examination of Mr. Michael was further proceeded with by his learned friend, he might state that, leaving aside the question whether certain certificates to which he had referred at the last hearing were forged or not, he wished to tender those in evidence for another purpose. In an affidavit the other side had disclosed their line of defence, in which they distinctly stated that those certificates were written at the dictation of Michael. The learned counsel wished to show from that whenever he tendered certificates prepared in the handwriting of Wrafter, but the counterfoils were in Michael's handwriting,

he did it not only as a sort of incriminatory evidence, but also for the purpose of showing that in every such case the measurements had fallen short of Michael's counterfoils, particularly in connection with the firm of Currimbhoy Ebrahim and Co. He submitted that he was entitled to show to the jury that in all those cases the measurements had fallen short, and he should be allowed to put in those certificates for the purpose of showing the intention and the circumstances which were very material to the case.

His Lordship said it might also show fraud on the part of Michael. That was not the only inference the jury might draw.

Mr. Murzban said the defence was entitled to prove that the frauds were on the part of Michael.

His Lordship : It will stand or fall with the defence.

Mr. Murzban said the prosecution was bound to place a fair case before the jury. If the jury drew an adverse inference to Michael, he must stand or fall by it. Counsel submitted that he was entitled to put the documents in. He cited law in support of his arguments.

After some further discussion, the documents were not allowed to be put in evidence.

Mr. W. Michael was then further cross-examined. In the course of his cross-examination he said he did not know that those blank forms were done up in bundles and returned to the Chamber of Commerce. Hamaney was discharged by the Magistrate. The Magistrate did not disbelieve his statement. Wrafter confessed to him because Hamaney accused Wrafter and produced the two certificates in his (witness's) presence. Wrafter also confessed to Clyne in his presence.

Mr. Lowndes : You asked Hamaney to dinner ?—I asked him to join the dinner.

You tried deliberately to make Hamaney drunk ?—No.

Did you not report to Mr. Paton that you got Hamaney drunk to try and get admissions from him ?—I permitted him to get drunk to get all I could out of him.

Why did you not, as the Senior Measurer, go straight off to the Secretary of the Chamber ?—I wanted to put a stop to the business by having one of the shippers' men punished.

For six weeks you did not say one word about it ?—No, I did not.

Is it not a fact that Hamaney is a friend of yours ?—He is not a friend.

He comes and smokes with you in your office ?—Yes.

You provide him with drinks ?—Yes, drinks of water. (Laughter.)

In your house you are a little more hospitable ?—Yes, I am.

What did you give him in your house ?—Brandy, soda and ice. That was all I could afford, and nothing more.

Do you know this man Karamali Hasan (called into Court) ?—He looks like the man who came to see me on one occasion.

Is it not a fact that you demanded a large sum of hush money from that man, or that you threatened to prosecute his firms ?—I did not.

Is it not a fact that you showed him the paper (Exhibit A) ?—Yes, I did.

What did you tell him about it ?—What I said was " Your man has been a scoundrel by whose doings the P. and O. Company, the Rubattino Company, and the Japan Line had lost between fifty and sixty thousand rupees."

Did you ask him to pay you Rs. 18,000 to hush up the matter ?—No.

Can you explain why you showed him the two documents ?—Because he disbelieved that there was a fraud on.

Why did you want to make him believe that there was a fraud on ?—Because he said he could hardly believe that his man had sufficient pluck to do so ; and I showed him the documents to judge of them himself.

A gentleman of the name of Mr. John Charles Reed was here called into Court.

Mr. Lowndes : About the beginning of May you went to his office ?—I did not.

Subsequently he came to your house ?—He came to me on the 6th of May for the first time.

It was the first time you ever saw him ?—Yes.

Did you not demand any hush money from him ?—No.

Now is it not true that because you failed to get even a half-penny from either Currimbhoy and Co. or the Shingtai Company that you reported the matter to the Chamber ?—No it is not true.

When you told the Secretary of the Chamber what you had been doing in the matter the Chamber dismissed you?—I was not dismissed. I was informed that my services were dispensed with. I filed the information against the accused on the 2nd of August.

Purely in the interest of the shipping companies?—No, purely on behalf of myself.

To try to clear yourself?—It was to clear myself.

To show that Wrafter had done wicked things and not you?—When I started the prosecution I had no malice against Wrafter. I did it to show what the Chamber of Commerce wished to keep back, and to clear myself as well.

You have spent a good deal of money over the prosecution?—Not very much, I considered the amount not very much.

Mr. Godinho, who is helping the counsel for the Crown, is paid by you?—No.

Do you swear he is not employed by you?—I swear he is not employed by me.

Witness, continuing, said as Hamaney was discharged by the Magistrate, he had filed an appeal in the matter. He was paying costs of the appeal himself.

Was not this prosecution launched by you in order to get money out of Currimbhoy Ebrahim?—Certainly not.

Is it not a fact that you wanted to withdraw the prosecution if Hamaney paid you a large amount?—No.

None of the forty and fifty thousand rupees you say the companies have been robbed of have gone into your pocket?—None.

All gone into the pockets of Wrafter and Hamaney?—I do not know if all have gone into their pockets. The shippers must have benefited to a great extent by it. Hamaney told me that he gave Wrafter over four thousand rupees.

Witness was then cross-examined at great length upon entries made in his pocket-books. He had often taken the counterfoil books to his house for the purpose of being written up from notes taken in his pocket-books. He did not remember, and therefore he could not swear, that he wrote the certificates and left the counterfoils blank.

Witness was then re-examined at great length by Mr. Murzban. Correspondence which had passed between the witness and his pleader, Mr. Godinho, and the Chamber of Commerce on the subject of the discharge of the witness from his office as a measurer of the Chamber.

Mr. Lowndes objected to the correspondence going in.

Mr. Murzban said the learned counsel had asked a question regarding the dismissal of the witness by the Chamber authorities, and in order to clear the point he proposed to put in the correspondence, which would show that witness was not discharged in consequence of the frauds, but for other reasons.

The correspondence was allowed to go on record.

Witness, continuing, said he had himself subpœnaed a member of the firm of Messrs. Currimbhoy Ebrahim as a witness in the Police Court, and the latter was not at all cross-examined on the subject of the hush money about which he was asked a question by the counsel for the defence. Carimali Hasan came to him because Wrafter and Hamaney could not get round him to settle the matter.

Mr. Frederick Noel-Paton, Secretary to the Chamber of Commerce, examined by Mr. Murzban, said he knew the accused Wrafter, who was in the service of the Chamber. He was dismissed from service at the end of June. He knew Michael, who was in the service of the Chamber for the last sixteen years. He was discharged at the same time as the accused. Michael first brought the irregularities to his notice, on the 7th of May last. He brought it to his notice orally. He asked him to make a written report, which was submitted to him. He never showed the report to the accused. He began making the investigations within five minutes of Michael leaving the room. Witness described the enquiries he made in the matter, and proceeded to say that the accused came to his bungalow twice. Very little enquiry and answers were made at the first visit. The accused came to him the second time in consequence of the interview he had with the Rev. Mr. Calkins. Accused handed him a certain document in the handwriting of the Rev. Mr. Calkins. The document purported to have been signed by the Rev. Mr. Calkins.

Mr. Murzban asked that the document be marked for identification, and was so marked. He would, he said, call Mr. Calkins later on to speak to the document.

Mr. Murzban: In the course of your investigations and your interviews with the accused did the accused ever tell you that he had written those three foils Nos. 177-178 and 265 at the dictation of Michael?

His Lordship: The point has already been decided on Friday last.

Mr. Murzban: That was with reference to the written statement incriminating the accused.

The question being repeated witness said to the best of his recollection he could not say that the accused did.

The affidavit made by Wrafter was here allowed to be put in.

Witness, continuing, said he sent for Wrafter's and Michael's counterfoil books, and they were subsequently in the possession of the solicitors for the Chamber. The pocket-books were also with them. He interrogated Clyne, who was also a measurer, on the subject which was reduced to writing. The document contained notes of a series of questions put by him to Clyne in view of information he had obtained from various persons connected with the matter and his answers. He wrote questions and answers in the presence of Clyne and typed them himself immediately. On a subsequent day he put a question to the accused on a fact which was brought to his knowledge by Clyne.

What was it you asked the accused?

Mr. Lowndes objected as it sprang from the same basis.

Mr. Murzban contended that as twelve days had elapsed between the time Mr. Paton had induced the accused to make the written statement and the question he had put to him on a subsequent occasion, the time for such inducement had passed away.

His Lordship decided that Mr. Murzban's contention was not in accordance with the section of the Evidence Act.

Mr. Murzban said the statement handed in to him by witness had been read by Mr. Godinho, who informed him that it contained statements which were distinctly opposed to those made by Clyne in the Police Court. Counsel asked that the statement be marked for identification, which might be of use to him in case he called Clyne to show that he was a hostile and an untruthful witness. That would be an additional reason why he should refuse to call Clyne as a witness.

The document was allowed to be marked for indentification.

Cross-examined by Mr. Lowndes, witness said he knew that there was a system among measurers by which one was in the habit of dictating

to another. It was a fact that the accused made a complaint at the end of March last about a certain shipment by the Mikamaro ; the substance of the complaint being that Hamaney, Mr. Currimbhoy's man, had put certain unmeasured bales on board the ship in substitution of bales of smaller size. It was a perfectly genuine complaint, and he referred it back to Wrafter to report upon its details.

The case was then adjourned.

HEARING ON 9TH DECEMBER 1902.

At the Fifth Criminal Sessions of the Bombay High Court, before the Hon. Mr. Justice Crowe and a Common Jury the hearing was resumed of the case in which Oswald Kenneth Wrafter, a measurer in the employ of the Bombay Chamber of Commerce, stands charged with falsification of accounts and forgery for the purpose of cheating. Mr. M. M. Murzban, instructed by the Public Prosecutor, appeared to prosecute ; while Mr. Lowndes defended the accused.—Mr. Weldon appeared to watch the case on behalf of the P. and O. Company.

Mr. Frederick Noel-Paton, further cross-examined by Mr. Lowndes, said he did not put any question to the accused in regard to the three certificates in question. Michael's cousin was an assistant in the office of the Chamber of Commerce, whose name was also Mr. Michael, and who was in charge of the outer office where pocket-books and counterfoils were kept. There were no rules regarding the removal of books from the Office. A month's suspension salary was paid to the accused. Witness wrote to the accused on the subject of his dismissal.

Mr. Murzban re-examined the witness, who read the letter addressed by him to the accused. The letter was to the effect that the accused had been dismissed for grave misconduct. He had known ever since he became the Secretary to the Chamber that in the busy season one measurer dictated the measurements to another. He had no occasion, and therefore he put no question to the accused about the three certificates in question.

Correspondence between Michael and his pleader, Mr. Godinho, and witness was here put in.

Mr. H. W. D. Shallard, examined by Mr. Murzban, said he was the head of the Freight Department of the P. and O. Company. He knew Hamaney, who was a *muccadum* in the employ of Messrs. Currimbhoy Ebrahim. He had known him more than nine years. He generally

applied for shipping orders, and usually brought bills of lading and paid the freight. The document (produced) appeared to be in the handwriting of Hamaney. The certificates (produced) belonged to the P. and O. Company. He produced them at the Police Court, prior to which Mr. Paton saw them. He (Mr. Paton) asked him for them. In the usual course of business the certificate No. 265 would probably be brought by Hamaney. The other certificates were also produced by him in Court.

The Rev. Mr. Calkins, examined by Mr. Murzban, said he was pastor of Grant Road Church. He gave his evidence in the Police Court. He was sitting in Court and was called by the Magistrate. He did not go there on a summons. He was interested in the accused Wrafter, whom he had known for twenty-three months. He met him at the Grant Road Church in December 1900. He remembered Wrafter's visit to him in May last. He appeared to be in trouble.

Mr. Murzban.: Did he say so to you ?—Yes.

Continuing, he said Wrafter came to his study at 5 or 5-30 on the 9th of May and appeared to be excited. Witness stated what had passed between Wrafter and himself, and how and why he undertook to see Mr. Paton on the subject.

Some discussion here ensued regarding the statement handed in by Mr. Paton and marked for identification. The statement, the Rev. Calkins said, was written by him at the dictation of the accused. Mr. Murzban said he was entitled to refer to the document, which was handed in by Mr. Paton.

AN OBJECTION BY THE DEFENCE.

Mr. Lowndes objected to any reference being made to a statement which had already been ruled by the Court as one which could not be admitted in evidence. His learned friend was dying of curiosity—was dying to tell the jury about the statement. It was no evidence, and yet it had been continually referred to by his learned friend. He failed to understand why the latter should continue to refer to that document.

Mr. Murzban : I shall try and bring the witness to a certain point.

His Lordship : How can it be relevant to this inquiry ? The document had been caused by inducement, and, therefore, its contents have already been ruled to be irrelevant.

Mr. Murzban : I wish to show the jury under what circumstances the document came to be drawn up. The jury did not know that it was made under an inducement.

Mr. Murzban (to witness) : What was the result of your first interview with Mr. Paton ?

Witness : Mr. Paton said to me " What you say throws a sort of different light on this case," and added " Tell Wrafter that I advise him to speak the truth, and it will be better for him."

His Lordship : And you communicated the purport of Mr. Paton's advice to Wrafter ?

Witness : I told him the effect of what Mr. Paton said.

His Lordship : I suppose you used as near as possible Mr. Paton's words ?

Witness : I did not recollect the exact words, but the impression on my mind was very distinct, that it would be very much better for Wrafter, to tell Mr. Paton everything he knew, and I told that to Wrafter.

Mr. Murzban here handed the statement to witness and asked if it was signed and dated by him.

Witness : The entire statement is in my handwriting.

Mr. Murzban : And that statement you took down at Wrafter's dictation ?

Witness : Yes.

Mr. Murzban : I formally tender the statement, my Lord. I will tender it on entirely different grounds from those urged by me on Friday last. This is a document which ought to go in evidence, and must be disclosed to the jury on the ground that it is not a document in the handwriting of the accused, nor is it signed by him, and for that reason it is not a statement made by the accused incriminating himself.

Mr. Lowndes submitted that his learned friend began the whole thing over again. He objected to the language used by Mr. Murzban, who, though he was not acquainted with the contents of the statement, said it contained incriminatory matter. That was his learned friend's idea of conducting a Crown prosecution. He asked that the jury might be allowed to retire before Mr. Murzban made any further statements of that character.

Mr. Murzban observed he never said that it was an incriminating statement.

MR. LOWNDES AND MR. MURZBAN.

Mr. Lowndes remarked that it was positively disgraceful for a member of the Bar to make such a statement before the jury.

Mr. Murzban said the word "incriminatory" was not at all his word.

His Lordship : Whatever took place on Friday ought not to be repeated before the jury.

Mr. Murzban : I am not repeating.

His Lordship : Every word of that kind has a prejudicial effect on the minds of the jury. The point of law was discussed in the absence of the jury so that nothing of that kind should reach the ears of the jury.

Mr. Murzban contended that he never stated that the document contained incriminatory statements. He regretted that his learned friend should have used such hard language towards him, and he called upon him to withdraw his words. He was not even acquainted with the contents of the documents, and yet he was attacked in regard to it. His learned friend appeared to be in a desperate state of mind when he was at his wit s end how to defend the prisoner, and had resort to such hard language towards another member of the Bar. His learned friend had all along been contending that the document should not go in evidence, thereby allowing the jury to infer that it contained incriminatory statements of which he (Mr. Murzban) had no knowledge. He intended to bring his learned friend's language towards a member of the Bar to the notice of the Bar.

His Lordship said he was quite sure that Mr. Lowndes did not mean to cast any reflection on Mr. Murzban.

Mr. Lowndes said his remarks were not directed to his learned friend, but to the conducting of the case.

His Lordship : If you two proppse to argue the point, I shall have to ask the jury to retire.

Mr. Murzban : Yes, I propose to argue that point.

The jury were then asked to retire.

Mr. Murzban then argued the point at great length, citing law in support of his arguments. He said when the document was first handed in by Mr. Paton he was under the impression that it was in the handwriting of the accused. But it now turned out in the course of Mr. Paton's examination, that it was in the handwriting of the Rev. Mr. Calkins, and not of the accused. It was not a statement made by the accused as the result of any inducement held out to him. There was again no inducement held out by a man in authority.

His Lordship : This point has already been discussed and decided.

A long discussion ensued, and his Lordship eventually decided that the statement could not be received in evidence.

The jury were here recalled and the trial proceeded in their presence.

THE EVIDENCE PROCEEDED WITH.

The Rev. Mr. Calkins, further examined by Mr. Murzban, said he could not remember all Wrafter said to him during the interview, which lasted for about half an hour. He, however, remembered his sayin g to him that Michael, a few weeks previous to the 9th of May, had threatened that unless he secured a large amount of money from certain Bombay merchants, he would report certain things against him, or words to that effect. Wrafter never told him (witness) that Michael dictated the certificates to him.

Mr. O. M. P. Clyne was next called as a witness on behalf of the prosecution.

Mr. Murzban said the witness should not be sworn until after he had a consultation with the Public Prosecutor. After a few minute's consultation, Mr. Murzban said he did not propose to examine Mr. Clyne as a witness in view of the material difference between the statements made by him in the Police Court and another to the Secretary to the Chamber of Commerce.

Mr. Lowndes contended that the witness, according to law and practice, should be tendered by the prosecution for cross-examination.

A long discussion took place as to whether, under the circumstances stated, the witness should or should not be tendered for cross-examination.

His Lordship held that Mr. Lowndes was entitled to cross-examine the witness.

Mr. Clyne was then cross-examined, in the course of which he contradicted some of the statements made by Michael in his examination-in-chief.

Mr. Murzban re-examined the witness.

Mr. Murzban : You see this statement produced by Mr. Paton.

Witness (after reading a portion) : I cannot remember what questions were asked by Mr. Paton.

Mr. Murzban : Mr. Paton has sworn that this is what passed between you and him. Are you prepared to state on oath that this was not what you said to Mr. Paton?

Witness : I do not remember what Mr. Paton asked. Another thing was Mr. Paton never showed me the paper.

Mr. Murzban : Are you prepared to swear that it is a false statement ?

Witness : No, I am not prepared to swear that it is a false statement. I never gave any written statement to Mr. Paton.

Mr. Murzban : You told the whole truth to Mr. Paton at that interview ?

Witness : Yes, I did.

Mr. Murzban : That is quite snfficient for my purpose to prove that Clyne is not a truthful witness.

This closed the case for the prosecution.

The accused Wrafter, in reply to his Lordship, said he never handed the slip (Exhibit A) to Michael. He never admitted to Michael that he was in the habit of substituting certificates prepared by him as a measurer.

His Lordship : Can you explain why you did not tell the Secretary of the Chamber that the certificates in respect of which fraud had been committed were dictated to you by Michael ?

Wrafter : Mr. Paton never asked me questions regarding the substitution of certificates.

His Lordship : Can you explain why you did not tell the Secretary that they were dictated to you by Michael ?

Wrafter : I was in the presence of my superior, and whatever he asked I answered. I did not attempt to prevaricate in any way.

His Lordship : Do you say now that these certificates were dictated to you by Michael ?

Warfter : I say that I have no recollection of these certificates, or the writing of them.

His Lordship : Can you suggest any reason why Michael made these imputations against you ?

Wrafter : The only thing I can say is that the man Hamaney and Michael were friends. Michael does not want to get at me directly, but as he could not get at Hamaney except through me, who signed the certificates he brought the charge against me.

His Lordship : You suggest that it was a plot on the part of Michael to get you to take down these inaccurate certificates in order subsequently to levy black-mail on Currimbhoy and Co., on the ground that these certificates were false ?

Wrafter : I could not tell what his intention was. I have written several certificates at his dictation, and I have signed them.

Mr. Lowndes said he had no witnesses to call.

Mr. Murzban said that according to law and practice, Mr. Lowndes should now address the jury on behalf of the defence, inasmuch as he had put in exhibits in the case.

Mr. Lowndes said that the question was finally decided at the last Sessions by Mr. Justice Chandavarkar, who had consulted the Chief Justice in the matter, that even if exhibits were put in, counsel for the defence should not be asked to address the jury before the evidence for the prosecution had been summed up by counsel for the prosecution.

A long discussion took place on the point.

His Lordship decided that Mr. Murzban should sum up the evidence on behalf of the prosecution.

Mr. Murzban then summed up the evidence, in the course of which he referred to the spirit of fairness and generosity in which Michael behaved towards the accused. His learned friend put questions to a witness as to whether Michael had not demanded a large sum of money as hush-money. It was an allegation made with the evident object of insulting and annoying Michael which the defence never afterwards ventured to corroborate or prove.

Mr. Lowndes then commenced to address the jury on behalf of the defence. He spoke for a few minutes, and the Court then adjourned.

HEARING ON 10TH DECEMBER 1902.

At the Fifth Criminal Sessions of the Bombay High Court before, the Hon. Mr. Justice Crowe and a Common Jury, the hearing was resumed of the case in which Oswald Kenneth Wrafter, a measurer in the employ of the Bombay Chamber of Commerce, was charged with falsification of accounts and forgery for the purpose of cheating.—Mr. M. M. Murzban, instructed by the Public Prosecutor, appeared to prosecute ; while Mr. Lowndes defended the accused. Mr. Weldon appeared to watch the case on behalf of the P. and O. Company.

Mr. Lowndes, before proceeding with his address, called upon the prosecution to produce a document to which reference had been in evidence, and for the production of which he gave notice two days previous. He added that if the document was not produced he would assume that it did not exist.

Mr. Murzban said his learned friend might assume that the document did not exist.

Mr. Lowndes then resumed his address. He said before dealing with the merits of case he had a few preliminary observations to make. One thing he wanted to impress upon the jurors was that if there was one principle which was dear to the minds of the British it was the idea of fair play. It was a characteristic of their nation. It was not so with all nations. For instance, the French people had a different system. As soon as a Frenchman was charged with a crime he was closeted with the judge, who cross-examined the man and tried to extort some admission from him. It was not so with the British. The first canon of British justice was that the man should have fair play at his trial. In this case the prosecution had sinned against the canon of justice. In his whole course of professional career, the learned counsel remarked, he had never been so rude to a member of his own profession as he was on the previous day. He regretted it sincerely, but he must say that his learned friend had himself to thank for it. His learned friend had attempted to prejudice the jury by saying that a particular statement, which neither he (counsel for the defence) nor the jury had seen, was made by the accused and was an incriminating statement. Was it fair to put such a statement before the jury? He asked the jurors to take that matter entirely out of their minds. He could quite understand that Michael was an extremely acrimonious witness. He did not blame him for being a one-sided witness, but he must say that it was no business of the Crown to bolster up a particular man and urge what an honest and good man he was, and how generous he was. Michael and Wrafter had both been dismissed by the Chamber of Commerce. They were both in fault. It was perfectly legitimate argument to say that his client was dismissed by the Chamber of Commerce, and to draw an adverse inference from that. But, on the other hand, it was equally perfectly legitimate argument to say that the only man on whose evidence the jurors were asked to convict the accused had also been dismissed by the Chamber of Commerce. Counsel submitted that it was no business of the Crown to act as counsel for Michael in this case. In his remarks the learned counsel for the prosecution had gone

out of his way in lauding Michael, and it might have seemed to the jurors that he was protesting too much. When a counsel spent half an hour in convincing the jury of the honesty of a certain witness one could not help thinking that there must be something wrong about him. In counsel's opinion the proper course that lay before the Crown was to put the case fairly before the jury. Michael was an extremely interested witness, and was naturally so, as he would stand or fall by the verdict of the jury. In fact he had brought the case to clear his own character. The jurors would agree with him, counsel urged, that he was entitled to say that they would take Michael's evidence as that of an interested witness, and they would discount it to that extent. They must receive his evidence with great caution, and not put faith in it, unless they found that it was supported by independent witnesses. Counsel said he did not want to put Wrafter in any other position than in what he was. He had been dismissed by the Chamber of Commerce, and the jurors were entitled to take that into consideration. But it would be going a long way to say that because he was dismissed he was therefore guilty of forgery. There was a big gap between the two. If such consideration were allowed the argument might also apply to Michael, who, though a servant of sixteen years' standing, had been dismissed by the Chamber of Commerce. They could well imagine that the Chamber could not have dismissed such an old servant without grave reasons. There was not much difference in the treatment given by the Chamber to the two men. Coming to the relations on which Michael stood with Hammaney, counsel said they were on very intimate terms. The foundation of Michael's case was that on the 30th March this year Hammaney came to him and showed him two certificates which were not in Michael's own handwriting. Michael, it was stated, at once jumped to the conclusion, from the mere sight of the certificates, that fraud had been committed, and that Wrafter had committed it. This was extraordinary, because he could not have then known what was written on the counterfoils, as the certificates had been written a year before. Again, the certificates in question dealt with measurements of some cargo shipped by Shang Tai and Company, and Hammaney, as *muccadam* of Mr. Karrimbhoy Ibhrahim, could not have anything to do with them. Counsel submitted that the story told by Michael as to the production of the two certificates was highly improbable. He further submitted that Michael's statement that Wrafter had produced Exhibit A was also untrue. Counsel concluded by asking the jury not to put reliance on the evidence of Michael and to bring in a verdict of "not guilty."

His Lordship, in summing up the case to the jury, said there could be no doubt that if the evidence of the prosecution was to be believed the offence of forgery as defined in the Code had been committed. They were asked by the counsel for the defence to treat the whole story told by Michael as a concoction—a story which had no foundation. They were told that certificates Nos. 177 and 178 were never produced by Hammaney, and that Exhibit A was never produced by Wrafter. The case turned entirely upon the degree of credibility which the jurors attached to the evidence of Michael, and they would naturally ask themselves what motive Michael could have in fabricating a story of that kind? That must be the first question which would arise in their mind, because men would not act unless they had some motive. For the defence it was submitted that the documents had been written by Wrafter at the dictation of Michael, it being a custom prevalent in the department to render assistance in that way when the season was busy. That statement required to be carefully examined. They had it in evidence that the figures in the counterfoils did not correspond with the figures in the alleged forged certificates. Now, how could the differences between those figures have arisen? They were asked to believe that this must have arisen in the hurry of taking down figures. It was for the jurors to judge whether these variations occurred through oversight, or, what was the other alternative. Michael might have been at the bottom of the fraud, and the prisoner was a catspaw of that particular witness. With regard to the suggestion that Michael delayed reporting the matter to the Secretary of the Chamber of Commerce with a view to obtaining hush-money, his Lordship remarked it was not the duty of the prosecution to call evidence in support of Michael's denial of such a charge. The suggestion that the prosecution should have called witnesses for that purpose appeared to his lordship's mind a very unfair proceeding. It was quite open to the defence to have brought witnesses to show that Michael had attempted to obtain hush-money. Nothing of the sort had been done, and on being questioned Michael had denied that anything of the kind took place. Under the circumstances they had no right to assume that any such thing took place. His Lordship asked the jury to say whether it was likely that Michael having prepared a false certificate, got Wrafter to make a copy of it in order to use him as his catspaw, and if it were so, why Michael had at such distance of time raked up a matter in which he himself was the author of a crime. As he had already pointed out, no motive had been shown by the defence why these proceedings should have been instituted against Wrafter. Michael's own version was that he was desirous of clearing his character. That would occur to the jurors

as being a very proper motive. He had in connection with that matter lost his appointment. He said that he had acted in a *bona fide* and honest manner throughout, and therefore he had been compelled to institute the prosecution, first in the Police Court, and then in the High Court, to clear his character, and to bring home the charge to the real culprit. His Lordship asked the jurors to apply their minds to the whole matter under consideration, and weigh the probabilities against improbabilities. They should ask themselves whether the story told by Michael, was, on the face of it, a concocted one, or whether it bore the impress of truth. If they found that Michael was a man in whom they could not place trust or who was not entitled to credit, it would be their duty to find the accused not guilty. On the other hand, if they found that Michael's story was on the whole true then it was their duty to find the accused guilty of the offence with which he was charged.

The jury retired to their room to consider their verdict, and on their return, after a few minutes' consultation, declared him not guilty by 6 to 3.

His Lordship ordered the accused to be acquitted and discharged.

POLICE COURT.

ANOTHER MEASUREMENT CASE.

ALLEGED BRIBE TO A MEASURER.

HEARING ON 17TH SEPTEMBER 1902.

At the Esplanade Police Court before Mr. J. Sanders-Slater, Chief Presidency Magistrate, Khima Arjoon, a muccadum's man, was charged with abetment of cheating, at the instance of Mr. Fredrick Noel-Paton, Secretary to the Bombay Chamber of Commerce. Mr. Kirkpatrick, barrister-at-law, instructed by Mr. Lynch, of Messrs. Craigie, Lynch, and Owen, solicitors, appeared to prosecute; Mr. De Souza, pleader, holding Mr. Hugh Sealy's brief, defended the accused; and Mr. Unwalla, solicitor, watched the proceedings on behalf of a party interested in the case.

Mr. Noel-Paton had filed the information in the case, on which a process had been issued against the accused.

Mr. Ralph Searle Ranson said he was a measurer in the employ of the Bombay Chamber of Commerce. He had measured three lots of bales and packages belonging to Messrs. C. Callianji and Co., for shipment by the Florio-Rubattino Company's steamer R. Rubattino, to Aden and

Massowa. There were 57 in the first lot, 17 in the second, and 11 in the third. Three slips in respect of each lot were made out. One of these was given to the accused, who was present on behalf of Callianji, and two were retained for preparing the regular certificates, numbered respectively 936, 938, and 953. The first two lots were measured on 13th August. Before he went away to office from the Dock shed that evening he had a conversation with the accused. It took place before he handed over to accused the temporary slips. Accused asked witness in colloquial Hindustani, which witness understood, whether he could not give him smaller measurements than those he had noted down. Witness said he had no time just then to talk over the matter, as he was very busy, but if accused came the next day he would talk it over with him. At 10-20 on the following morning witness made another measurement of 11 bales for Callianji, the calliperman (Bhikhu Ananta) being present. Accused was present on behalf of Callianji. The slip No. 953 was made out by witness on the spot, and the measurements mentioned in it were accurate. Copies were made out of the slip as on the previous occasions, and one of them given to the accused. Before witness measured the bales accused said he had written down certain figures, which witness should write down on the formal certificates of measurements, and he would pay witness a certain sum of money for doing so. Accused did not mention what sum. After witness had taken the measurements accused gave him a paper on which there were some figures, and he asked witness to enter them in the certificates, and added that on no account was witness to inform Bomonjee about it or to give him the certificates. Witness believed someone was standing close to them when accused handed over the paper to him. At the time witness did not know who Bomonjee was but he had since ascertained that the gentleman attended to Rubattino Company's shipping business in the Dock sheds. Witness recognised the paper shown to him as the one handed over to him by the accused, and on which some figures had been scribbled. (The three slips and the paper, which was a shipping order of the Rubattino Company, and on which the figures were written, were put in and marked Exhibits A to D). Accused went away, but witness went back to his chowkey. Witness saw Mr. Paton that day before making out the certificates as to Callianji's goods. It was on Thursday, the 14th August, at 4·45 p.m. Witness had a conversation with Mr. Paton. Mr. Paton gave him certain orders, and he (witness) went home. On the morning of Friday, the 15th August, witness went to the chowkey, and saw accused in the Dock. Accused inquired whether the certificates for which he had given the figures were ready. Witness replied they were not but that before he gave him

the certificates accused must return to him the temporary slips he had given him on the previous two days. Accused said he could not give them back to him just then, as he had to pay the Port Trust dues. He then left, but came back at 11-30 in the chowkey, and asked witness for the certificates. Witness gave him three certificates of accurate measurements, with which he went away at about 12-15. Witness went out, and accused joined him at Dock Gate. He asked witness to meet him at 3 p.m., by which time, he said, he would have paid over the Port Trust dues, and would then return to him the temporary slips and certificates. Witness believed the ships accepted the Chamber's temporary slips, and paid Port Trust charges on them. He believed the Port Trust charges on piece-goods and twist so much per bundle, and not on measurement. They (witness and accused) both went a little further, and accused made an appointment with him for 3 p.m. In the interval witness went home, and wrote out the certificates with the false figures. He did so under orders from Mr. Paton received on the previous day. At three o'clock he saw accused in the Dock. Accused said *o dusra certificate de*› Witness asked him for the temporary slips, and the true certificates he had given them in the morning. Accused had them with him, but he would not give them up, and said he had not yet paid the dues. He then left, but returned in about ten minutes ; gave to witness the slips and the certificates, and seven rupees in silver, saying : " You need not be afraid, I will give you more money another time, although this time it is a little sum." (The three slips returned by the accused were marked E, and the three true certificates "F"). Witness said these papers remained with him till the following Tuesday, when he handed them over to Mr. Paton. After receiving from witness the false certificates accused went away. Witness wrote in the evening a letter to Mr. Paton, who had gone to Nasik, giving an account of the transaction. Mr. Paton returned from Nasik on Tuesday, the 19th August. (Mr. Kirkpatrick tendered the letter in evidence. Mr. De Souza objected to its reception, and the Court upheld the objection). On Friday morning accused asked witness for the certificates, and said he wanted them to pay freight in the Rubattino Company's office. Witness had seen those false certificates since. Those shown to him by Mr. Kirkpatrick in Court were the same—they were in witness's handwriting. Witness also gave the seven rupees to Mr. Paton.

The three false certificates were put in and collectively marked G. The counterfoils of the certificates, numbered respectively 936, 938 and 953, were put in, and marked separately H., I. and J.

Mr. Bomonjee Nasarwanjee Parakh said he was shipping clerk in the Rubattino office, which was at 23, Esplanade Road. Freights were paid there, and they were in charge of witness's department. Witness calculated the amount of freights from the figures on the measurement certificates. He calculated the freight on Callianji's packages from the three false certificates marked G. They were given to him on Friday, the 15th August. The freight was paid the next day. He could not recognise the man who presented to him those certificates. They came from Callianji. He could not recognise the man, because there were so many muccadum's men. As freight Rs. 203-12 were paid. Subsequently Mr. Paton came to the Rubattino office, when witness, from what he heard, had reason to doubt the accuracy of the measurements. He asked the shipper, C. Callianji, to call over at the Rubattino office. Callianji did not come, but his man did. Witness saw the true certificates marked F afterwards, and calculated the true amount of freight payable on the measurements laid down in them.

As the witness had given, at first, the false and the true amounts respectively at Rs. 268-10 and Rs. 227-12 Mr. Kirkpatrick remarked: I hope, Mr. Bomonjee, you are more accurate in the office than here.

Mr. Bomonjee: I have given the Rs. 227-12 as the difference between the freight chargeable and the freight paid.

Mr. Kirkpatrick: You need not trouble yourself with the difference; we will find it ourselves.

The Magistrate: You were asked to calculate the freight on the true measurements, and not about the difference. You must carefully work out the freight, and then reply. You must remember this is a criminal prosecution, and you must not give replies carelessly.

Mr. Bomonjee, after calculating the amount, replied: The proper freight would be Rs. 431-8.

Mr. Kirkpatrick: Just so. You are right now, Mr. Bomonjee.

Witness, proceeding in his examination by Mr. Kirkpatrick, said they calculated the freight by the ton—eight rupees was the fixed rate for Aden; for Massowa it was Rs. 16 per ton. The ship sailed on Friday, the 15th August. Accused was known to him as muccadum's man, who worked for several native shippers. He had seen him several times in the docks, where he came to ship cargo for merchants.

Bhiku Ananta, calliperman in the employ of the Chamber of Commerce, said he worked in the Docks, and measured goods to be sent out

to sea. He knew accused, who came to the Docks, and attended measurements. On 13th August two lots of 57 and 17 bales were measured for Callianji. The next day 11 bales were measured. Mr. Ranson wrote down the measurements. Accused was present at the time for the shipper. The measurements had been accurately made.

Mr. Frederick Noel-Paton said he was Secretary to the Bombay Chamber of Commerce. He had laid the information in this case. The statements in it were all true. He had heard Mr. Ranson's evidence. With reference to the issuing of the false certificates Mr. Ranson had acted under his orders. Witness's reason for giving the orders was he had been trying for some time past to put a stop to currupt measurements, but had failed : hence his instructions to Mr. Ranson. It was a matter of considerable improtance to the trade of the port and to the merchants. Witness had received instructions from the Committee of the Chamber of Commerce to try and get a conviction, if possible, to prevent these shipping frauds. He identifited the paper on which the false measurements figures were written in pencil ; also the false certificates. From the 5th to the 9th August he was at Nasik. His being away from Bombay was the reason why he had asked Mr. Ranson to report the matter to him by letter. It was the identical letter the Court had not allowed to be put in. On the 19th, he returned to Bombay, when Mr. Ranson handed over to him the documents. He called a special meeting of the Measurement Committee for this case. The Committee gave him instructions, in consequence of which he took these proceedings.

Mr. Kirkpatrick having closed the case for the prosetution at this stage, the Magistrate asked the accused if he had any statement to make in his defence. Accused said : I am muccadum's man, and work for several firms. My business simply is to take the slips, and had them over to the shipper. I get Rs. 25 a month. I have nothing to do with the freight ; I never gave false measurement figures, nor did I give to Mr. Ranson seven rupees. I have been working in the Docks for the last seven or eight years.

The Magistrate framed a charge against the accused that he on or about the 14th August, 1902, instigated Mr. Ranson to issue false certificates of measurements, and thereby committed abetment of fraud.

Mr. Kirkparrick requested the Magistrate to add to this a charge of abetment of cheating Messrs. Rubattino and Co.

The hearing was adjourned.

HEARING ON 24TH SEPTEMBER 1902.

At the Esplanade Police Court, before Mr. J. Sanders Slater, Chief Presidency Magistrate, Khima Arjun, a muccadam's man, appeared to answer charges of abetting, on 14th August last, the offence of committing fraud, by instigating Mr. Ralph Searle Ranson, a measurer in the Bombay Chamber of Commerce, to issue false certificates of measurements, *i.e.*, Nos. 936, 938 and 953, in respect of three lots of 57, 17 and 11 bales, belonging to C. Callianji and Company ; also, cheating, Messrs. Florio Rubattino and Company of their proper freight to the extent of Rs. 227.

Mr. Kirkpatrick, barrister-at-law, instructed by Messrs. Craigie, Lynch, and Owen, solicitors, appeared to prosecute. Mr. D. D. Davar, barrister-at-law, with Mr. De Souza, pleader, appeared for the defence.

Mr. F. Noel-Paton, Secretary of the Bombay Chamber of Commerce, was cross-examined by Mr. Davar. Witness said about twenty months ago, he suspected irregularities in measurements, and instituted inquiries. Three measurers—Michael, Wrafter and Clyne—were dismissed recently in connection with one case. Witness did not instruct Ranson to encourage the practice of bribe-giving, but in view of what had been going on, he told him to accept it in the event of one having been definitely offered to him. He did not ask Ranson to set a trap. The trap was there and lay open, and if accused chose to walk in, it was one's duty to shut the door.

Re-examined, Mr. Paton said he went to Nasik on Friday, the 15th August, at 5 p.m.

Bhikhu Ananta, the calliperman, having been briefly cross-examined, Mr. Ranson was called and questioned by Mr. Davar. Witness said before he took service with the Chamber he was head clerk to Cosser and Company on Rs. 120. In August last the firm went into liquidation, and in anticipation of it witness joined the service of the Chamber on 1st July. His monthly salary as a measurer was Rs. 75. He knew Clyne, but not personally. He did not know either Michael or Wrafter. Soon after he joined his appointment he knew that the three were dismissed for irregularities. In the case brought by Mr. Michael in the Third Presidency Magistrate's Court, Mr. Paton took interest. He (witness) thought it was his duty to report accused's matter to Mr. Paton. It would be a sort of recommendation. He believed Goculdas Meghjee was muccadum to several merchants. On 13th August when witness measured the goods for C. Callianji, he also measured goods for C. Khushal and M. Jagjiwan. A Tulsidas's goods were measured the

next day. Accused looked after C. Callianji's and C. Khushal's goods. Four persons offered him (witness) bribes before the 13th August. He reported the first case to Mr. Paton in July. Some time after Mr. Paton asked him to call at the office. When talking of that case, witness talked to Mr. Paton of this case. Witness had never seen accused write. When giving him the paper, accused said he had written the figures. The scheme of the paper was that he should make out false certificates accordingly. Certificate could have been falsified by witness without accused's giving the figures. But if witness chose to put his own figures, accused might not agree to them. No one saw accused giving him the seven rupees, or handing him the paper. There were many persons about the shed when the paper was handed to him.

Mr. Bomonjee N. Parakh said many persons came to him with certificates. Accused was muccadum's man.

SUGGESTION COULD NOT BE ENTERTAINED.

Mr. Kirkpatrick said Mr. Ranson's evidence was clear. It was suggested that Ranson was as corrupt as the others, but this suggestion could not be entertained for one moment, especially as his demeanour in Court went in favour of his being otherwise than corrupt. As to the paper, the reply was given by Mr. Ranson himself. It was that accused wanted the figures on the paper to go in the certificates as measurements, and the Rubattino Company were thus cheated of Rs. 227 in short freight.

Mr. Davar said this was a peculiar case: a one man case, and one document case. As to why it was instituted, the inference was that when Mr. Ranson came into the service of the Chamber, shorn of nearly one third of his income, he thought it would be a good thing to come into Mr. Paton's favour by exposing some of the irregularities which had brought some others under a cloud. But properly speaking Ranson was the forger and he was the perpetrator of the fraud; and however they might sympathise with the efforts of the Secretary and the Committee of the Chamber to put a stop to long-continued irregularities, there was no denying the fact that they all had lent themselves to a practice which he (counsel) would ask the Court to strongly disapprove. It was extraordinary that no one was present at the interview when the offer of a bribe was made, or at the second, when it was repeated. The probability was that Ranson brought out the seven rupees from his own pocket in the hope of obtaining promotion. Accepting for a moment the theory that the certificates were manipulated, what had the accused to gain by it? Actually nothing. He received only Rs. 25 per month. If there was fraud, those who benefited by the fraud should

have been placed in the dock and charged. It was strange that Mr. Ranson, who was immaculate, withstood the temptations held out to him on four occasions, but eventually succumbed subsequently, of course, under instructions from Mr. Paton. On that occasion his conscience became elastic. Looking at the legal aspects of the case, if Mr. Ranson, who was the principal, was innocent of having committed any offence, accused, who was alleged to be his abetter, could not be convicted of abetment. Mr. Ranson was legally an accomplice in the fraud, and on the uncorroborated testimony of an accomplice an accused could not be convicted.

Mr. Kirkpatrick said that his learned friend seemed to be under the impression that accused was inveigled, and an inducement was offered to him. There was nothing of the sort—accused did it himself.

THE MAGISTRATE'S ORDER.

The Magistrate, after briefly reviewing the evidence, said: If the evidence is to be accepted as reliable and trustworthy it appears to me that it disposes of the whole case. Mr. Davar's first point is that the whole story depends upon the witness Ranson, and that he is an accomplice in the alleged offence, and cannot be believed unless his evidence is materially corroborated, and that there is in fact no corroboration of his evidence. The mere fact that the only evidence against an accused person is that of an accomplice is not, however, fatal to the success of the prosecution in such a case, as appears by the provisions of Section 133 of the Indian Evidence Act, which lays down that a conviction is not illegal merely because it proceeds upon the uncorroborated testimony of an accomplice. The Court may, as appears in illustration (*b*) to Section 114 of the same Act, presume that an accomplice is unworthy of credit, unless he is corroborated in material particulars, but there is no compulsion on the Court to do so. In my opinion, the Court is bound, so far as it can, to form its estimate of the credibility of a witness who is also an accomplice, by a consideration of all the incidents in the case. In this case the witness Ranson must, I think, be technically viewed as an accomplice, although on his part there was no dishonest intention. His reference to his chief, Mr. Paton, before he adopted any definite action in the matter, indicates that he had no dishonest motive himself, and his subsequent action in accepting the money offered and in making out the false certificates, was in fulfilment of the orders he had received, and do not throw any slur on his character whatever. His evidence appeared to me to be given in a very straightforward and honest way, without the least appearance of exaggeration or prejudice, and I record my opinion

that he was doing what he took to be his duty to his employers. I believe his evidence *in toto* and I disbelieve the denial of it made in general terms by the accused, and in particular with reference to exhibit D (the paper with the pencil figures). But there was perhaps no need to go so much at length into Ranson's evidence and its effect upon my mind, for I find that there is substantial corroboration of it in a very material particular, in the evidence of the witness Bomonjee, who deposes that the false certificates were produced at the Rubattino S. N. Company's Office, and that freight was paid upon them. If the accused's story was true, and Ranson's story were false, how would these false certificates ever have come into the possession of the Rubattino Company? It appears that it was necessary to pay Port Trust dues on the genuine certificates, and for that purpose the accused refused to return them till he had paid the Port Trust dues. Then how did the Rubattino Company get the false certificates, if not because the accused took them to obtain payment of freight on reduced measurements? What possible benefit could Ranson reap from paying freight on Callianjee's goods? It was accused's business to get the measurements and to see that they were correct, and it is not suggested that those false documents got to the Rubattino Company except in the ordinary way, which would be through the accused's hands.

PRESENTATION OF FALSE CERTIFICATES.

I hold, therefore, that the presentation of these false certificates in the Rubattino Office does corroborate the evidence given by Ranson in a material particular. I may generally say that no suggestion has been made that Ranson has any grudge against the accused personally, and that it does not appear in the evidence that he was so anxious to get a conviction and thereby to improve his position with his employers as to risk the very serious consequences of making a false complaint against the accused. With regard to the charges framed against the accused, Mr. Davar contends that as Ranson had no fraudulent intention in making out false certificates, the accused could not be convicted of abetment of that offence. On this point it is only necessary to point out that the abetment with which accused is charged is that indicated in Section 110, and not that indicated in Section 109 of the Indian Penal Code. Section 108 explains that to constitude the offence of abetment it is not necessary that the act abetted (*i.e.*, instigated, see Section 107, I. P. Code) should be committed; and therefore it is the intention of the accused in the obtaining of the acts complained of which must be regarded when he is charged with an offence. With regard

to the second charge, it appears that the accused expressly informed Ranson what his object was in getting false certificates of measurements, *viz.*, to go to the Rubattino Office to pay freight. This was done, and could only have been done with the assistance of the accused, who held the false certificates, and knew them to be false. I convict accused on both charges. I should like to add that I do not concur with Mr. Davar's remarks as to the witness Ranson, Mr. Paton, and the Committee of the Chamber of Commerce being discredited by this prosecution. It does not appear that there was encouragement to the accused to commit the offences of which I have convicted him. In some cases, especially those where corruption is concerned, it is necessary to have recourse to what I may call unsavoury methods to root out evil practices, and so long as people are not encouraged to offend, in order that they may be convicted, I do not think any odium attaches to those who, to protect themselves and the public, give an offender the chance of being detected. In this case it appears that these practices have been going on for a considerable time, and I must make an example of the accused in this case. I sentence him to four months' rigorous imprisonment in the Common Jail on each charge, the sentences to run concurrently.

Mr. Kirkpatrick : What order does your Worship make about the seven rupees?

Mr. Davar : They might go towards diminishing the cost of this prosecution. (Laughter.)

The Magistrate : Send to the Police Court Poor-box.

APPENDIX Y.

THE INDIAN PORTS ACT, 1889.

No. 147 OF 1902,

CAMP SALAMATI, 10th January 1902.

From J. POLLEN, ESQ. LL.D., I. C. S., COMMISSIONER of CUSTOMS, SALT, OPIUM and ABKARI, to the SECRETARY, CHAMBER of COMMERCE Bombay.

SIR,—I have the honour to forward herewith a set of rules which, Government propose issuing under Section 6, Sub-section 1, clause (*p*) of the Indian Ports Act X of 1889, as amended by Act III of 1901, and will be glad to be favoured with any observations or criticisms which the Chamber may desire to make. The proposed rules are the outcome of the correspondence referred to in Government Resolutions in the General Department No. 2209 of the 24th April 1900, and No. 744 of the 6th February 1901, copies of which have been sent to you from the Secretariat.—I have, &c.,

J. POLLEN, Commissioner of Customs, Salt, Opium and Abkari.

BOMBAY CHAMBER OF COMMERCE, 20th February 1902.

The COMMISSIONER of CUSTOMS, SALT, OPIUM, and ABKARI, Bombay.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce, I have the honour to acknowledge the receipt of your letter No. 862, dated 15th February, as also No. 147, dated 10th January, which latter covered a copy of the Rules which the Government propose to issue under Section 6, Sub-section 1, clause (p), of the Indian Ports Act X of 1889. The delay in replying to the earlier of these letters has been due to the fact that the Committee thought it desirable to consult the various shipping agents in Bombay in the matter. This has been done and the Committee now direct me to say that they have no observations or criticisms to offer regarding the proposed Rules.—I have, &c.,

FREDERICK NOEL-PATON, Secretary.

No. 3339 OF 1902.

GENERAL DEPARTMENT.

BOMBAY CASTLE, $\frac{14th}{23rd}$ June 1902.

To the SECRETARY, CHAMBER OF COMMERCE, Bombay.

SIR,—I am directed to forward herewith for the information of the Chamber of Commerce, Bombay, copy of a notification of this Government No. 3340 of this date, publishing provisionally rules which it is proposed to issue under the sanitary clauses of the Indian Ports Act X of 1889 as amended by Act III of 1901.—I have, &c.,

A. M. T. JACKSON, Secretary to Government.

GENERAL DEPARTMENT.

Bombay Castle, 14th June 1902.

No. 3340.—The following draft rules which it is proposed to make, in exercise of the power conferred by Section 6, Sub-section (1), clause (*p*), of the Indian Ports Act, 1889 (X of 1819), as amended by the Indian Ports Act, 1901 (III of 1901), are published for the information of persons likely to be affected thereby, and notice is given that the draft will be taken into consideration by the Governor in Council on or after the 20th July 1902.

2. Any objection or suggestion which may be received by the Secretary to Government, General Department, from any person with respect to the draft before the date fixed as aforesaid, will be considered by the Governor in Council.

Draft Rules.

In exercise of the power conferred by Section 6, Sub-section 1, clause (*p*), of the Indian Ports Act, 1889 (X of 1889), as amended by the Indian Ports Act, 1901 (III of 1901), the Governor in Council is pleased, with the previous sanction of the Governor General in Council, to make the following rules to regulate the action, including the disposal of dead bodies, to be taken in the case of vessels arriving in the ports of the Bombay Presidency (excluding Sind and Aden) on which there is or has been any case of dangerous, infectious or contagious disease or any death.

Section 1.—*For the giving of Notice.*

1. The Master of every vessel on board of which there is, or has been during the previous twelve days, either among the passengers or crew, any case of cholera, small-pox, scarlatina, measles, leprosy or other

infectious or contagious disease declared by the Governor General in Council to be common in India, or in the case of a vessel not carrying a doctor or surgeon, any death from any cause, shall report every such case or death at the earliest opportunity to the Pilot or other boarding officer, who shall cause to be hoisted (in the Port of Bombay itself before passing the Prongs Light-house) the following signal :—

The Code Flag over "L"* of the Commercial Code,

and the Port Officer at Bombay, or in the case of any other port the officer in charge of the Custom House, shall give notice of the signal to the Port Health Officer appointed under Section 17 of the Indian Ports Act, 1889 (X of 1889).

(*Note.*—The flags shall be kept flying between day-light and sunset or until the Port Health Officer grants permission for them to be hauled down.)

2. In the absence of a Pilot or other boarding officer, or if the vessel be at anchor within the port limits, when such death occurs or such disease first breaks out, the Master of every vessel shall hoist the signal afore-mentioned and the Port Officer or officer in charge of the Custom House, as the case may be shall in like manner give notice of the signal to the Port Health Officer.

Section 2.—Berthing of the vessel.

3. If the number of deaths or cases of the diseases referred to in Rule I does not exceed two, the vessel will not be prohibited from taking up the usual place of anchorage in the Harbour or Port, but not in the Docks (where there are Docks), and the passengers or crew not suspected of having any of the diseases referred to in Rule 1 need not (except in the case of pilgrim and emigrant ships) be detained on board pending the inspection of the Port Health Officer ; but the Master of the vessel will be held responsible that no one of the passengers or crew, having, or suspected of having any such disease, is allowed to depart before this inspection, and shall also prevent the landing of infected bedding, clothes or other personal effects which he has reasonable cause to consider likely to be infected.

4. If the number of deaths within the previous twelve days, has exceeded two, or the cases of any of the diseases referred to in Rule 1 are or have been during the previous twelve days more numerous than two, or when from their occurring on pilgrim or emigrant ships or for

* This is square flag of yellow and black borne quarterly.

other special reasons, further precautions may be deemed advisable, the Pilot, or in his absence the Master, shall cause to be hoisted in addition to the singal referred to in Rule 1 above :—

By day—Code Flag over "Q" of the Commercial Code.

By night—Three lights in a vertical line one over the other : the highest and lowest of these lights shall be red and the middle light shall be white and the lights shall be visible all round the horizon :

and shall anchor the vessel in the place appointed for the purpose, † and shall not allow any of the passengers or crew to leave the vessel until pratique is granted.

5. So long as the above-mentioned signals provided for by Rule 4 are shown, no tindal or other person in charge of, or navigating, any boat shall, without the permission of the Port Health Officer, attempt to make such boat fast to, or take it along-side such vessel, when she is anchored in the place referred to in Rule 4.

Section 3.—The Inspection of the Vessel.

6. Whenever the Port Health Officer receives the notice referred to in Rule 1, he shall, ordinarily, proceed on board the vessel and examine her, and the Master shall give him every facility for the examination of the passangers crew, personal effects, cargo, and any part of the ship. In the case of a report of a death or deaths from any cause on a ship not carrying a doctor or surgeon, he shall institute such enquiries as he may deem necessary to determine the cause of the death or deaths. If he is satisfied that the death or deaths was or were not due to cholera, small-pox or other infectious or contagious disease declared by the Governor General in Council to be common in India, he shall permit the vessel to proceed to her anchorage and to discharge passengers and cargo without any further restrictions. If he is not so satisfied, he shall proceed as provided in Rule 8 *et seq.* of these Rules. The inspection of the Health Officer will ordinarily take place between sunrise and sunset.

---

† Government Notification, Marine Department, No. 91 of 14th December 1887 defines the place of anchorage referred to in rule 4 in the Port of Bombay as follows:—
"Sunk" Rock Light-house in transit with the Prongs Light-house and the Dolphin Light-house bearing from N. W. to W. N. W. in from 32 to 36 feet of water at low water spring tides and distant from 1¼ to 2 miles from Sunk Rock Light house."
In ports other than the Port of Bombay, the vessel shall anchor about 50 feet off the usual place of anchorage.

7. On the completion of the inspection provided for in Rule 6, such of the passengers and crew, as are found to be free from any of the above-mentioned diseases and unlikely to carry infection, shall be allowed to land. All baggage, personal effects, and cargo except such articles as the Port Health Officer desires to disinfect may also be landed.

8. If a case of any of the diseases mentioned in Rule 1 happen on any vessel *after* she has entered the docks (in Bombay), the Master shall forthwith hoist the signal as laid down in Rule 1 and cause information thereof to be given to the Dock Master and the Superintendent of Police, Prince's and Victoria Docks. The former shall communicate the information to the Port Health Officer (through the Port Officer), and shall be responsible that the sick person shall be isolated as much as possible, and that free communication with the ship and the shore is stopped until the Port Health Officer has inspected the vessel and enquired into the reported case. The latter shall assist the Master in carrying out the above measures.

Section 4.—The taking of the sick to Hospital.

Note.—The regulations in Sections 4, 5 and 6 should be carried out only when the Port Health Officer considers them necessary either to prevent the spread of disease, or for other reason.

9. When the Port Health Officer considers it necessary, in order to prevent the spread of disease, or for any other reason, he may inspect the vessel including the passengers and crew, and may arrange for the conveyance of all persons suffering or suspected by him to be suffering from such disease to a sanitarium or hospital, unless the sick person or his friends can make adequate provision elsewhere.

10. The removal of passengers already on board is not to be enforced in the case of persons bound for an onward port unless under the clearest necessity ; and of every such case a special report explaining the reasons, for the action taken, must be submitted to the Commissioner of Customs who will deal with the matter himself or, if necessary, report it for the orders of Government.

11. The Port Health Officer shall inform the Municipal Health Officer in all cases in which he arranges for the conveyance of a patient to a sanitarium or hospital or other place within Municipal limits, and shall furnish the address of any private accommodation to which he permits the removal of a patient.

12. Where small-pox is the disease on account of which the vessel is deemed infected, the Port Health Officer shall offer, without charge, vaccination or re-vaccination of all persons willing to be operated upon and shall cause to be vaccinated, with the consent of their guardians all children below 10 years and over 6 months of age who do not bear marks of vaccination or of small-pox.

Note.—An ordinary vessel shall be deemed to be infected with small-pox when there are, or have been within the previous twelve days, more than two cases on board; and a pilgrim or emigrant ship shall be deemed to be infected with small-pox when there is, or has been within the previous twelve days, one case of small-pox on board.

Section 5.—The disinfection of infected articles.

13. The Port Health Officer shall, if he considers it necessary, either himself undertake, or direct the Master of the vessel to undertake, the destruction or disinfection of all clothing, bedding and other articles of personal use which have been used by any person suffering from any of the diseases abovementioned and are or are likely to have been soiled with infective matter, or to retain infection.

14. When a vessel with one or more of the abovementioned diseases on board has passengers in a filthy and unwholesome condition, the Port Health Officer may cause the clothing and personal effects of such persons to be disinfected before allowing their disembarkation.

15. In the case of undecked Native Craft, the Port Health Officer may direct the disinfection, or in special cases the destruction, or food-stuffs which have been exposed to contamination and he thinks likely to be infected.

Section 6.—The disinfection of the infected parts of a vessel.

16. The Port Health Officer shall, as the result of an examination made under Rule 6 or 9 above, direct the disinfection of any portion of the ship that he has reason to believe has been exposed to contamination, and shall prohibit the discharge of bilge-water or water ballast if in dock and may prohibit the discharge of such bilge-water or water ballast within port limits. If the disease is cholera, the Health Officer may direct the Master to have the bilges and water tanks emptied and disinfected.

Section 7.—General.

17. The methods of disinfection, both of articles and vessels, shall as far as practicable be those prescribed in the appendix to these Rules.

18. The action to be taken when there is a dead body on board in any port shall be as follows :—

(1) The Master of the vessel will cause the death of any person on board to be made known at once to the Police, either by letter or otherwise, and shall also forward to the Port Health Officer a written report, as soon as possible after the occurrence, in which all the circumstances attending the death are to be fully detailed. All such notices of death shall be reported by the Port Health Officer (*a*) in the case of the death of an European or Eurasian to the Collector, (*b*) in the case of the death of a Native to the Registrar of Births and Deaths of the place.

(2) No dead body is to be removed from the ship, within port limits, without the permission of the Police authorities, who should report the matter to the Port Health Officer.

(3) No person dying from any cause whatsoever shall be buried by sea burial within the port limits, and no Master of a vessel shall remove or permit any dead body on board his vessel, within the port limits, to be removed thereout for burial at sea ; but every dead body which shall be upon any vessel within the port limits shall, in accordance with any precautions which may be prescribed by the Port Health Officer, be buried burnt or otherwise disposed of, on shore according to the nationality, class or caste to which the deceased person belonged.

19. The Master of a vessel coming under these Rules, and all others to whom these Rules apply, shall comply with all the directions which the Port Health Officer considers it necessary to give under the foregoing Rules.

Note.—The penalty for disobedience is prescribed in sub-section (*3*) of the Indian Ports Act, 1901, *viz.*, a fine which may extend to Rs. 1,000.

20. Nothing in these Rules shall be deemed to prevent a vessel whose Master is unwilling to submit to the above regulations from proceeding to sea, provided that there has been no communication between such vessel and the shore or with other vessel in the port.

21. All officers of Customs, Port Trust, Water and Dock Police, the Executive Health Officer of the Municipality and the Resident Surgeons of public Hospitals shall immediately communicate to the Port Health

Officer information of any case of infectious disease among the shipping on the foreshore, or in places frequented by seamen that may come to their notice.

22. In the event of any doubt or difference of opinion arising as to the interpretation or scope of any of these Rules reference should be made to the Commissioner of Customs who as the Officer representing Government in immediate connection with the Ports should exercise a general control over the precautions taken against the spread of disease by sea-going vessels.

APPENDIX.

(REFERRED TO IN RULE 17).

Instructions for disinfection.

1. Personal effects such as rags, bandages, papers, and other articles without value, which, in the opinion of the Port Health Officer, are deemed likely to carry infection, may be destroyed by fire.

2. Under-clothing, bedding, wearing apparel, mattresses, carpets, &c., which are contaminated or *suspected* and other articles to be disinfected should, where possible be exposed for 15 minutes to saturated steam under pressure if possible at a temperature of not less than 100° C (212° F.), care being taken that the steam shall reach all parts of each article to be disinfected.

When an Equifex stove is available, 15 minutes shall be given for disinfection with steam at a pressure of 10 lbs. in excess of the ordinary atmospheric pressure. This gives a temperature of 239° F. and is capable of rendering innocuous the most resisting microbes yet isolated. There shall be 3 changes of steam during the 15 minutes and 5 minutes shall be allowed for drying with hot air. The articles for disinfection shall not, if possible, be made up into bundles having a capacity greater than one cubic foot and shall not be packed closely, as steam cannot penetrate large or closely packed bundles.

3. The *disinfectants* to be used should be either

(*a*) a solution of corrosive sublimate of 1 part in 1,000 of water with the addition of 2 parts in 1,000 of hydrochloric acid ;

(*b*) a solution of 77 grains of perchloride of mercury, 160 grains of chloride of soda, water one gallon ;

(*Note.*—The above two solutions should be coloured with aniline dye or indigo and should not be placed in metal vessels.)

(c) a 5 per cent. solution of pure crystallized carbolic acid, or 5 per cent. of crude commercial carbolic acid free from tar oils in a warm solution of soft soap ; or

(*d*) fresh slaked lime prepared as under :—

To get very strong slaked lime of good quality, slackit by moistening it gradually with half its weight of water. When the operation is completed, put the powder in a carefully corked receptacle, and place it in a dry spot. As each 2½ lbs. (avoirdupois) of lime absorbs 500 grains of water in order to become slack it acquires a volume of 3½ pints, and it is sufficient to dilute it with double it volume of water to obtain a whitewash which will be of about 20 per cent. strength.

4. *Special instructions to be observed in the employment of disinfecting solutions.*—The linen clothing and articles soiled by excreta of patients should be soaked in the solution of corrosive sublimate. The solution of carbolic acid is equally suited to the purpose. The articles should remain in the solution for at least six hours when a steam disinfector is not available.

Articles which cannot be subjected to the temperature of 212° F. without injury, as leather goods, wooden articles stuck together with glue, felt, velvet, silk, &c., should be washed with the solution of corrosive sublimate ; coins can be disinfected with the solution of carbolic acid. The carbolic solutions will be useful more particularly for disinfecting articles such as metal or instruments which can neither be subjected to a temperature of 212° F. not placed in contract with corrosive sublimate. Slaked lime is particularly recommended for disinfecting excreta. Expectorated matter should be burnt.

5. *Disinfection of ships.*—The cabin or cabins, fore-castles, holds or water-closets occupied or used by the sick or *suspected* should be cleared out and all articles in them should be treated as described above. The partition should be diisnfected with the solution of corrosive sublimate or carbolic acid. The washing should commence from the top, horizontally, and be continued downward, so that the whole surface of the partition becomes cevered with a coating of minute drops. The boarding and floor should be washed with one of the solutions. In cholera-ships the drinking water should be pumped out and the water tanks and casks disinfected with a solution of permanganate of potassium, before fresh drinking water is taken on board.

6. *Disinfection of the bilges of an infected ship.*—Sulphate of iron in quantity sufficient to neutralize the sulphuretted hydrogen should first be thrown in the bilge ; water should then be pumped out and the bilges washed with sea-water. A solution of corrosive sublimate should be thrown into the bilges after the sea-water has been pumped out. The bilge water should not be pumped out while the ship is in dock.

By order of His Excellency the Right Honourable the Governor in Council,

A. M. T. JACKSON, Acting Secretary to Government.

No. 7855 OF 1902.

REVENUE DEPARTMENT,
BOMBAY CASTLE, 8th November 1902.

To The SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to forward herewith a copy of Bill to amend the Indian Ports Act 1889, with a statement of Objects and Reasons, and to request that you will be so good as to favour Government with the opinion of the Chamber of Commerce, Bombay, on the provisions of the Bill by the 30th November 1902, at the latest.—I have, &c.,

J. MEAD, Under Secretary to Government.

A

BILL

Further to amend the Indian Ports Act, 1889.

Whereas it is expedient further to amend the Indian Ports Act, 1889 ; it is hereby enacted as follows :—

Short title.

1. This Act may be called the Indian Ports (Amendment) Act, 1902.

Amendment of section 47, and substitution of new section for section 8, Act X, 1889.

2. In section 47 of the Indian Ports Act, 1889, the proviso shall be omitted ; and for section 48 of the said Act the following section shall be substituted, namely :—

Port-dues not to be chargeable in certain cases.

"48. No port-due shall be chargeable in respect of—

(*a*) any pleasure-yacht, nor

(*b*) any vessel which, having left any port, is compelled to re-enter it by stress of weather or in consequence of having sustained any damage, nor

(*c*) any vessel which, having entered any port within the territories administered by the Governor of Fort Saint George in Council, leaves it within forty-eight hours without discharging or taking in any passengers or cargo."

Substitution of new entry for entry in column 4, Part I, First Schedule, Act X, 1889.

3. For the first entry in the fourth column of Part I of the First Schedule to the said Act, the following entry shall be substituted, namely :—

"Whenever the vessel enters the port, except in the case of mail-steamers and coasting-vessels, which shall not be chargeable more than once in sixty days."

Addition of proviso to *explanation* I, Part II, First Schedule, Act X, 1889.

4. To *Explanation* I of Part II of the said Schedule to the said Act, the following proviso shall be added, namely :—

"Provided that, for the purpose of the levy of port-dues, a vessel shall not be deemed, during one and the same voyage, to be both a coasting ship or steamer and a foreign ship or steamer, but port-dues shall, in respect of such voyage, be leviable on such vessel either as a coasting or as a foreign ship or steamer, whichever rate is the higher."

STATEMENT OF OBJECTS AND REASONS.

The present Bill aims at correcting three defects of a formal character which have been brought to notice in the working of the Indian Ports Act, 1889 (X of 1889).

(1) The exemption allowed by the proviso to section 47 might, in spite of the generality of the term "vessel," be regarded as not including vessels "in ballast," which are dealt with separately in section 46. As there is no reason for excluding vessels in ballast from the exemption, it is considered safer to re-enact the proviso as part of an independent section.

(2) The first entry in the fourth column of Part I of the First Schedule opposite the port of Calcutta requires revision in order to bring it into accordance with actual practice under which port-dues are levied on coasting-vessles entering that port only once in sixty days. The existing exception "dhonies and country vessels" is not adapted to modern conditions. The new entry proposed by the Bill will substitute a more liberal provision on the lines of the corresponding entry against Chittagong under which both mail-steamers and coasting-vessels will only have to pay port-dues once in sixty days.

(3) The necessity for the addition of a proviso to *Explanation* I to Part II of the same Schedule, under which it is possible for a vessel to be classified as "foreign" and also as "coasting" during one and the same voyage, was suggested by an opinion of the Advocate General of Madras, in pursuance of which it is sought to render it clear that such a vessel is liable to the levy of port-dues on either scale, whichever is the higher, but not on both scales cumulatively.

15th October, 1902.

E. FG. LAW.

BOMBAY CHAMBER OF COMMERCE, 13th November, 1902.

The UNDER SECRETARY to GOVERNMENT, REVENUE DEPARTMENT Bombay.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce, I have the honour to acknowledge, the receipt of your letter No. 7855, of the 8th instant, with which you forward a copy of the Bill to amend the Indian Ports Act, 1889, with a Statement of Objects and Reasons, and ask for the opinion of the Chamber on the provisions of the proposed measure.

The Bill has received the careful consideration of the Committee and I am to say that it meets with their entire approval.—I have, etc.,

FREDERICK NOEL-PATON, Secretary.

APPENDIX Z.

PERIM LIGHTS.

No. 165 G OF 1902.

MARINE DEPARTMENT,
BOMBAY CASTLE, 15th May 1902.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—With reference to the letter from the Chamber of Commerce dated the 5th April 1902, in which they urge that in view of the urgent necessity that exists for improving the lights at Perim, the work should be undertaken at once at the cost of Indian revenues, the question of principle as to the incidence of cost being reserved for subsequent discussion and decision, I am directed to state for the information of the Chamber that the Government of India regret that they are unable to comply with the request of the Chamber, and to add that a copy of the Chamber's letter referred to has been forwarded to the Under Secretary of State for India.—I have, &c.,

A. M. T. JACKSON, Acting Secretary to Government.

BOMBAY CHAMBER OF COMMERCE, 29th May 1902.

The SECRETARY. CHAMBER of SHIPPING of the UNITED KINGDOM, London.

DEAR SIR,—I am directed by the Committee of the Bombay Chamber of Commerce to forward to you copies of correspondence which has passed between them and the Bombay Government on the subject of the improvement of the lights on Perim. In doing so I am to refer to a letter addressed to you by my Committee on the 9th August 1900, and to say that the opinion of all persons here concerned for the safety of shipping continues unchanged as to the serious importance of the matter, and is unanimous as to the anomalous nature of the present deadlock. My committee being aware of the efforts you have made to procure the removal of that deadlock, and relying on your full knowledge of the requirements of the situation, instruct me to

convey to you the hope that your Chamber will use its influence to the utmost to press upon Government the necessity of finding a solution of the difficulty.

Meantime copies of the correspondence forwarded herewith together with the letter to you, dated 9th August 1900, have been communicated to the local press.—Yours, &c.,

FREDERICK NOEL-PATON, Secretary.

CHAMBER OF SHIPPING OF THE UNITED KINGDOM.

5, WHITTINGTON AVENUE,
LEADENHALL ST., E. C., 17th June 1902.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—Improvement of Light on Balfe Point.

Perim Island.

I beg to acknowledge the receipt of your letter of the 29th ult.

In reply, I beg to enclose for your information a copy of the later communication dated 16th April last which I have received from the India Office upon this subject.

I may mention for your information that this letter from the India Office of the 17th April 1902, was considered by the Executive Council of this Chamber at their meeting on the 26th ultimo, when they came to the conclusion that they could not, at present, carry the matter further than the point at which it had arrived.

I may add that I have received from the Secretary of the Bengal Chamber of Commerce, Calcutta, a copy of a letter addressed to that Chamber by the Indian Government dated "Simla 31st October 1901" which shows that Lord George Hamilton would raise no objection to India being charged with the whole of the trifling cost of the improvement of Balfe Point Light, but that the opposition to this course being taken is to be found in the Viceroy's Council in India. I can only, therefore, suggest that you should bring to bear whatever pressure you may be able to exert upon the Viceroy's Council to induce them—having regard to the whole circumstances of the case as set forth in your letter to the Secretary of the Marine Department, Bombay, of 5th April last—not to too rigorously maintain the principle that India should not be called upon to bear the whole of the comparatively trifling sum involved in the improvement of Balfe Point Light.—I am, &c.,

W. H. COOKE, Secretary.

COPY.

INDIAN OFFICE, WHITEHALL,
LONDON, S. W., 16th April 1902.

The SECRETARY, CHAMBER of SHIPPING of the UNITED KINGDOM, 5, WHITTINGTON AVENUE LEADENHALL STREET, E. C.

SIR,—In reply to your letter of 25th March 1902, on the subject of the Perim lights, I am directed by the Secretary of State for India in Council to request that the Executive Council of the Chamber of Shipping of the United Kingdom may be informed that a copy of its representation will be forwarded to the Government of India for their consideration.

As the Chamber was informed in Sir A. Godley's letter of 5th March 1901, the Government of India are prepared to bear one half of the cost of improving the Perim Island lights at Obstruction Point and at Balfe Point whenever the British Treasury consents to bear half the cost. The Government of India, in declining to bear the whole cost, considered that an important principle was involved, for they do not admit that the whole cost is properly chargeable to Indian revenues, incurred as it would be for lights required for a route in which the United Kingdom and all the British Colonies and Dependencies in the East are interested equally with India, and in which British Shipowners have a special pecuniary interest. They have represented that if the English statute does not permit the charge to be met from the General Light House Fund Account, it is within the power of Parliament to amend the Law or otherwise to authorise the Treasury to make the necessary contribution of funds. Lord George Hamilton much regrets that this difficulty should have arisen, and he trusts that some way out of it may eventually be found. He does not however, think that the question of improving the light at Balfe Point at the cost of Indian revenues can be conveniently dealt with apart from the main proposal for the improvement of the light at Obstruction Point. The Balfe Point light is at present only a local light maintained by the Perim Coal Company, and the Government of India is not in any way responsible for it, and would probably not be disposed to bear any portion of the cost of improving it except as part of the whole scheme.—I am, &c.,

HORACE WALPOLE.

No. 139 G OF 1902.

MARINE DEPARTMENT.
BOMBAY CASTLE, 23rd April 1902

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—In continuation of my letter No. 128-G, dated the 15th instant, I am directed to forward for the information of the Chamber a copy of the papers noted in the margin on the subject of the proposed improvements in the lights at Perim and the provision of funds for carrying out the work.—I have, &c.,

Despatch from the Government of India to the Secretary of State for India, No. 21, dated the 17th January 1901.
Despatch from the Secretary of State for India, No. 127-Revenue, dated the 13th September 1901, and accompaniments.
Despatch from the Government of India to the Secretary of State for India, No. 338, dated the 31st October 1901.

A. M. T. JACKSON, Acting Secretary to Government.

No. 21 OF 1901.

GOVERNMENT OF INDIA.

(FINANCE AND COMMERCE DEPARTMENT.)

Statistics and Commerce—Commerce and Trade—Lights and Light-dues

CALCUTTA, the 17th January 1901.

To HER MAJESTY'S SECRETARY of STATE for India.

MY LORD,—We have the honour to refer to Your Lordship's Despatch No. 66 (Revenue), dated the 3rd May 1900, regarding the Perim and Ras Marshag Lights near the entrance to the Red Sea. Two separate questions arose in respect to these lights, *viz.*, (1) whether they should be improved and, if so, in what way ; and (2) from what sources could funds be found for these improvements.

2. With reference to the first question the Board of Trade and their professional adviser are of opinion that the Perim High Light meets all the present requirements of navigation, and we do not, therefore, propose any improvements in this light at present. The other two lights concerned are the Ras Marshag Light and the Obstruction Point Light. Both these are said to be in need of improvement, and, as Your Lordship will see from the enclosed letter from the Government of Bombay, No. 356-G., dated the 21st November 1900, the improvements are estimated to cost Rs. 8,000 and Rs. 15,000, respectively.

3. In considering the second question, *viz.*, the incidence of the cost of the necessary improvements, we think that the Imperial importance of the Red Sea Lights should be born in mind. The Red Sea is the main highway of communication between the United Kingdom and its various possessions and dependencies in the East, and the proper lighting of this highway affects the commerce, not of India only, but also that of Australia and New Zealand, of China, the Straits Settlements and Ceylon, and of the British Protectorates in East Africa. Moreover, in the trade with India the United Kingdom has not only a general commercial interest equal to that of India, but has also to consider the special interests of ship-owners who are contributors to the revenue of the British Isles. We do not, therefore, think it would be just to this country to undertake what would clearly appear to be an unreasonable proportion of the cost of the improvement and up-keep of these lights.

4. We do not apply this argument to the Ras Marshag Light, which is of merely local importance, and, as the Aden Port Trustees are prepared to pay half the cost of improving it, we have decided to provide the other half from Indian Revenues.

5. The Obstruction Point Light, on the other hand, is necessary to the navigation of the main route through the Straits of Bab-el-Mandeb, and affects the merchant shipping, not of India only but of the entire Empire. When the question of improving the Perim Lights was raised in 1892, Lord Cross in his Despatch No. 32, dated the 14th July 1892, expressed the opinion that it was not reasonable that Indian revenues should be called upon to contribute any further to them, and in paragraph 3 of our Despatch No. 368, dated the 26th October 1899, we adhered to this view but were prepared to accept any reasonable compromise which your Lordship might be willing to agree to in consultation with the Board of Trade.

6. It now appears that the Board of Trade cannot, from special funds at their disposal, make any grant towards the cost of these Red Sea Lights, and that the Lords Commissioners of Her Majesty's Treasury do not feel justified in making any contribution from Imperial Funds towards the improvement or up keep of these lights. Your Lordship further refers to the view expressed in Sir Horace Walpole's letter of the 31st October 1899, that the repair and up-keep of lights on British territory can hardly form part of the Turkish Government scheme for improving the lighting of the Red Sea. We concur in this view, but for the reasons given above we feel that we cannot, in justice to India,

recede from our former position, and agree to charge the revenues of this country with the whole cost of the undertaking. We are prepared to pay half the estimated cost of Rs. 15,000 (£1,000 sterling), on condition that the Imperial Government find the other half. But further than this we cannot go ; and, if this offer is finally rejected, we shall regretfully be compelled to desist from the work altogether.

7. We shall await your Lordship's reply to this Despatch before taking any steps towards the improvement of the Balfe Point Light, which was suggested in the papers forwarded with your Despatch No. 145 (Revenue), dated the 30th August 1900, as the same principles would be applicable to the case of this light also, if the improvements to be made in it are such as to remove the objections to the Government bearing any part of the cost, which were stated in our letters of May 30th, 1899, to the Governments of Bengal and Bombay (enclosures Nos. 3 and 4 of our Despatch No. 183 of June 1st, 1899).—We have, &c.,

INDIA OFFICE : LONDON, 13th September 1901.

CURZON,
E. H. H. COLLEN,
A. C. TREVOR,
C. M. RIVAZ,
T. RALEIGH,
E. FG. LAW.

REVENUE

No. 127.

To HIS EXCELLENCY the RIGHT HONOURABLE the GOVERNOR GENERAL of INDIA in COUNCIL.

MY LORD,—With reference to the letter of your Government, No. 21 (Finance), dated 17th January 1901, relative to proposed improvements in the Perim Lights, I forward, for the information of Your Excellency's Government, a copy of correspondence* which has passed on the subject.

Lights on Perim Island.

*Letter to Board of Trade, dated 19th February 1901.
Letter from Chamber of Shipping, dated 14th February 1901.
Letter to ditto, dated 5th March 1901.
Letter to Board of Trade, dated 5th March 1901.
Letter from Lloyd's, dated 3rd May 1901.
Letter to ditto, dated 20th May 1901.
Letter to Board of Trade, dated 20th May 1901.
Letter from the Treasury, dated 18th June 1901.
Letter to Board of Trade dated 27th June 1901.
Letter from Board of Trade, dated 2nd August 1901.

2. Your Government will observe that the Board of Trade, after again carefully considering the subject, have satisfied themselves that they have no power under the Merchant Shipping (Mercantile Marine Fund) Act, 1898, to devote any portion of the General Light-house Fund to the cost of improving lights on Perim. They are also of opinion that legislation to amend the Act for the purpose of making the Fund available for the improvement of the Perim Lights would meet with strong opposition, and they see no prospect of obtaining Parliamentary powers.

3. As the sum required to make these lights efficient is comparatively small, I should raise no objection, should your Government, in consideration of the clear necessity for improving the lights and of the extent to which India is interested in the commerce of the Red Sea, think fit to waive its claim for contribution and should decide to bear the whole cost.—I have, &c.,

GEORGE HAMILTON.

ENCLOSURE No. 1.

India Office to Board of Trade.

INDIA OFFICE, 19th February 1901.

SIR,—With reference to your letter No. F. &. H.—2920, dated the 26, February 1900, I am directed by the Secretary of State for India to forward copy of the papers, * marginally noted, concerning the improvement of three light-houses towards the south of the Red Sea.

* Secretary of State's Despatch No. 66, dated 3rd May 1900, with enclosure (not printed).
Government of India letter No. 21, dated 17th January 1900, with one enclosure.

It will be seen that the Government of India (1) accept the view that the Perim High Light need not be altered for the present, (2) intend to improve the Ras Marshag Light from Indian revenues and local resources, (3) are ready to bear half the cost of the necessary improvements to the Perim Obstruction Point Light, provided His Majesty's Government will bear the other half (500*l.*) of the cost.

I am to ask whether the Board of Trade are willing to accept this compromise, and to find the 500*l.* from funds at their disposal, or else to provide the money from funds that may hereafter become available† in connection with the construction of a light-house in Socotra.—I am, &c.,

† Board of Trade letter of the 28th December 1897.
India Office letter No. 411, dated 29th January 1901.

A. GODLEY.

The Secretary to Board of Trade, Harbour Department.

ENCLOSURE No. 2.

Chamber of Shipping of the United Kingdom to India Office.

Chamber of Shipping of the United Kingdom : 5, WHITTINGTON AVENUE, LEADENHALL STREET, E.C., 14th February 1901

SIR,—Referring to your letter of the 3rd July 1900, in reply to mine of the 11th June 1900, in which I urged that the light on Balfe Point, Perim Island, should be improved so as to be visible from a distance of fifteen instead of five miles, I have now the honour to inform you that the Executive Council of this Chamber have been in communication with the Perim Coal Company, who are the owners of the light on Balfe Point, Perim Island, upon the subject of increasing its visibility.

My Council have learned from the Perim Coal Company that in order to increase the range of visibility of the light on Balfe Point, Perim Island, from five to fifteen miles, it would cost approximately 2,500*l*. If, however, the range of visibility of the light on Balfe Point, Perim Island, were increased from five to ten miles only, this could be effected at the extremely moderate cost of about 80*l*. My Council, having gone into the matter, have satisfied themselves that an improvement of the light by which its visibility would be increased from five to ten miles would suffice, and that it is unnecessary to incur the comparatively large expenditure of 2,500*l*. in order to increase the visibility of the light to fifteen miles.

I am, by direction of my Council, addressing to-day a letter to the Treasury, stating the above facts and asking them to contribute to the cost of the improvement of the light upon the ground that, as stated in your letter to me of the 3rd July 1900, "the work will not be for the exclusive benefit of India, but for the safety of navigation between this country and many parts of the world with which India has no concern."

Inasmuch as the cost of effecting the proposed increase of the visibility of the light from five to ten miles is extremely moderate, my Council trust that the Treasury will be willing to contribute a portion of that sum, and they venture to hope that any influence which the India Office may be able to exert upon the Treasury towards that end will be exercised.—I am, &c.,

W. H. COOKE, Secretary.

The Under Secretary of State for India.

R. & S.—644.

ENCLOSURE No. 3.

India Office to United Chamber of Shipping.

INDIA OFFICE, 5th March 1901.

SIR,—With reference to your letter dated the 14th February 1901, I am directed by the Secretary of State for India to say that the Board of Trade have been informed of the willingness of the Indian Government to bear one-half the cost of improving the Perim Island Lights at Balfe Point and Obstruction Point, provided that the British Treasury will consent to defray the other half. - I am, &c.,

A. GODLEY.

The Secretary, United Chamber of Shipping.

R. & S.—644.

ENCLOSURE No. 4.

India Office to Board of Trade.

INDIA OFFICE, 5th March 1901.

SIR,—In continuation of my letter No. 569, dated the 19th February 1901, I am directed to forward copy of the papers,* marginally noted, regarding the improvement of the third (the Balfe Point) light on Perim Island. It will be seen from the last paragraph of the Government of India letter (No. 21 of the 17th January 1901), forwarded with my communication cited above, that the Government regard the circumstances of the Balfe Point Light as being similar to those of the Obstruction Point Light. If His Majesty's Government are willing to bear half the cost of improving this light, the Indian Treasury will find the other half; and the manner and cost of improving the Balfe Point Light will be fully considered.—I have, &c.,

A. GODLEY.

* Despatch to India, No. 145. dated 30th August 1900, with enclosures. Letter from the United Chamber of Shipping, dated 14th February 1901.

The Secretary, Board of Trade, Harbour Department.

ENCLOSURE No. 5.

Lloyd's to India Office.

LLOYD'S, LONDON, E.C., 3rd May 1901.

SIR,—I am instructed to beg that you will be so good as to move the Secretary of State for India in Council to allow the following matter to receive consideration.

It appears from reports made to the Committee of Lloyd's that the lights at Perim much want improvement.

It is stated that the light in the Fort is old and is lighted only with cocoanut oil, and that for this light a new light ought to be substituted. It is understood that this light is maintained by the Indian Government.

It is further stated that the light at Balfe Point should be made visible at a much greater distance. This light is understood to be the property of the Perim Coal Company, but it appears that it would be of great advantage that this light should become the property of the Imperial or the Indian Government.

It is further stated that the light at Obstruction Point, which is also maintained by the Indian Government, should be improved and a sector shown from it, so as to keep vessels off the shoals which have proved fatal to vessels in various cases, such as the steamers *Hongkong* and *China*.

On the other hand, it is also put forward that it would be of advantage that the light at Obstruction Point should be altogether removed and that masters of vessels should be warned never at night to go through the small Perim Strait, but only through the large strait.

Should the Secretary of State require any further information, my Committee would be very happy to place their best services at His Lordship's disposal.—I am, &c.,

H. M. HOZIER, Secretary.

The Under Secretary of State for India.

R. & S.—1270.

ENCLOSURE No. 6.

India Office to Lloyd's.

INDIA OFFICE, 20th May 1901.

SIR,—In reply to your letter of 3rd May, on the subject of the Perim Lights, I am directed by the Secretary of State for India in Council to inform you that the question of improving these lights has been recently under the consideration of the Government of India, and is now under reference to the Board of Trade.

The Board of Trade has been informed that the Indian Government will provide half the cost of the necessary improvements of the lights at Obstruction Point and Balfe Point, if the Imperial Government will provide the other half.

With regard to Perim High Light, the Board of Trade in December 1899 stated that this light meets all the present requirements of navigation, and the Government of India therefore do not propose any improvement at present.

A copy of your letter and of this reply will be forwarded to the Board of Trade.—I am, &c.,

A. GODLEY.

The Secretary, Lloyd's.

R. & S.—1270.

ENCLOSURE No. 7.

India Office to Board of Trade.

INDIA OFFICE, 20th May 1901.

SIR,—With reference to my letters of 19th February and 5th March 1901, R. & S.—569 and 644, I am directed by the Secretary of State for India in Council to forward, for the information of the Board of Trade, a copy of correspondence* with Lloyd's regarding the question of the improvement of the lights at Perim.—I am, &c.,

A. GODLEY.

The Assistant Secretary, Harbour Department, Board of Trade.

* From Lloyd's, dated 3rd May 1901.
To ditto, dated 20th May 1901.
R. & S. 1270.

No. 9759.

ENCLOSURE No. 8.

Treasury to India Office.

TREASURY CHAMBERS, 18th June 1901.

SIR,—The Lords Commissioners of His Majesty's Treasury have given further consideration to your letter of the 22nd of January 1900 (R. & S. —3632) respecting the improvement in certain lights in the Island of Perim.

The views which my Lords were compelled to adopt on the matter were stated in the Treasury letter of the 15th of February 1900 (No. 1398/00) of which a copy was forwarded to you in my letter of that date.

I am now to request you to inform the Secretary of State in Council that, as the Board of Trade are unwilling to initiate legislation to amend the Merchant Shipping Act with a view to permit contributions being made from the General Light-house Fund for purposes such as that in question, my Lords can only express their regret that they are unable to give any assistance in the matter, as there are no funds at their disposal from which a contribution could be made.—I am, &c.,

AUSTEN CHAMBERLAIN.

The Under Secretary of State for India.

R. & S.—1595.

ENCLOSURE No. 9.

India Office to Board of Trade.

INDIA OFFICE, 27th June 1901.

SIR,—With reference to the enclosed copy of a communication from the Treasury, regarding proposals for improving the lights on Perim Island, I am directed by the Secretary of State for India in Council to refer to my letters of 19th February and 5th March 1901, R. & S.—569 and 644, and to say that His Lordship will be glad to learn whether the Board of Trade will be able to provide the proposed contribution towards the cost of improving the lights on Obstruction Point and Balfe Point.—I have, &c.,

A. GODLEY.

The Secretary, Board of Trade.

F. & H.—10157.

ENCLOSURE No. 10.

Board of Trade to India Office.

Board of Trade.

(Fisheries and Harbour Department.)

7, WHITEHALL GARDENS, LONDON, S. W., 2nd August 1901.

SIR,—I am directed by the Board of Trade to acknowledge the receipt of your letter of the 27th June (R. & S.—1595) on the subject of the proposals for improving the lights on Obstruction Point and Balfe Point, Perim, in which you call attention to your letters of the 19th February and 5th March last, and inquire whether this Board will be able to provide the proposed contribution towards the cost of improving the lights in question.

In reply, I am to request that you will lay the following observations before the Secretary of State for India.

The Board of Trade agree with the Indian Government as to the need for the improvement of both of these lights. That on Obstruction Point, which is maintained by the Indian Government for the guidance of vessels passing to the east of Perim, is of importance to the trade passing through the Red Sea and ought to be thoroughly efficient for the purpose. It is, however, described by the Port Officer at Aden as an "obsolete and primitive" light—a state of things which is obviously fraught with danger to the shipping which make use of it.

The case of Balfe Point is somewhat different, inasmuch as it has hitherto been maintained by the Perim Coal Company merely as a local light for the guidance of vessels entering or leaving Perim Harbour. The need for its improvement with the view of making it an efficient guide for vessels passing Perim on its western side has been urged both by the Liverpool Chamber of Commerce and the Chamber of Shipping of the United Kingdom, and the Board are advised that the proposal to increase its range from five miles to ten miles would, if carried out, be of great benefit to vessels using the channel on the west side of Perim.

A difficulty however arises as to the source from which the cost of these two improvements should be met.

From the correspondence which has passed the Board observe that the Indian Government are willing to bear a portion of this cost, but they urge that the whole cost of erecting and maintaining efficient lights on a great international ocean highway ought not to fall on India, and on this ground they ask for a contribution from Imperial sources. The Board of Trade have already in their letter of the 28th December 1899 (F. & H.—16099/99) admitted that there appears to be much force in this argument, and they have for some time been considering whether they have the power to give the contribution asked for.

The only fund, which the Board have at their disposal for light-house purposes, is the General Light-house Fund, which is formed by light dues paid by ship-owners. The fund is governed by the Merchant Shipping (Mercantile Marine Fund) Act, 1898, and the Board are advised that they have no power under that Act to devote any portion of the Fund to the cost of improving lights on Perim. Legislation would, therefore, be necessary before any contribution could be made.

Any such legislation would, however, be looked upon by the general body of ship-owners as an attempt to impose fresh burdens upon the fund contributed by them, and would probably meet with strong opposition ; while similar opposition is to be expected from the Red Sea trade, if any attempt is made to levy dues in respect of lights for which no dues have hitherto been charged.

In these circumstances the Board can see no prospect of obtaining Parliamentary powers, and, as they have, after long and careful consideration, been unable to find any method of making such contribution without legislation, they regret to be compelled to reply to your enquiry by saying that they are unable to make any contribution towards the proposed improvements.—I have, &c.,

FRANCIS J. S. HOPWOOD.

The Under Secretary of State for India.

No. 338 OF 1901.

GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

Statistics and Commerce—Lights and Light-dues.

SIMLA, 31st October 1901.

To HIS MAJESTY'S SECRETARY of STATE for INDIA.

MY LORD,—We have the honour to acknowledge the receipt of your Lordship's Despatch No. 127 (Revenue), dated the 13th September 1901, on the subject of the proposed improvements in the Perim Lights. We observed that the Board of Trade have satisfied themselves that they have no power under the Merchant Shipping Act, 1898, to devote any portion of the General Light-house Fund to the cost of improving lights on Perim. They are also of opinion that legislation to amend the Act for the purpose of making the fund available for the improvement of these lights would meet with strong opposition, and they see no prospect of obtaining Parliamentary powers. As the sum required for the purpose is comparatively small, Your Lordship would raise no objection if, in consideration of the clear necessity for improving the lights and of the extent to which India is interested in the Red Sea, we should think fit to waive our claim for contribution and should decide to bear the whole cost.

2. We have given the most careful consideration to this suggestion, but we are still of opinion that, though the cost of the work required would not be great, the principle involved is important, and we see no reason to recede from our former position and to impose on India the whole charge for a work in which she is only one of several parties interested. We admit that clear necessity has been shown for the improvement of the Perim Lights, and we do not under estimate the great importance to India of the proper lighting of the Red Sea route. But, as we pointed out in our letter of the 17th January, the United Kingdom and all the British colonies and dependencies in the east are also interested in this route, and the British ship-owners have a special pecuniary interest in it. Under the circumstances we think that our offer to bear half the cost was the utmost that could rightly be undertaken on behalf of India, and when we last addressed Your Lordship on the subject we had decided that, if the offer were to be finally rejected, we should be compelled to desist from the work altogether. As the Board of Trade declines to co-operate in the matter, we have no alternative but to abandon the project, and, though we do so with regret, we feel satisfied that the responsibility for any loss of life or property that may ensue will not rest upon our heads.—We have, &c.,

CURZON,
A. P. PALMER,
C. M. RIVAZ,
T. RALEIGH,
E. FG. LAW,
E. R. ELLES,
A. T. ARUNDEL.

HOUSE OF COMMONS.

No. 23.

THURSDAY, 27th February 1902.

Question.

23. Colonel Ropner—To ask the president of the Board of Trade, whether his attention has been called by the Chamber of Shipping of the United Kingdom to the fact that, in return for the expenditure of about £80, the visibility of the light on Balfe Point, Perim Island, could be increased from five to ten miles, and that the Government of India have expressed themselves as being willing to bear a reasonable share of the

cost of the desired improvement, which improvement in the visibility of the light would conduce to the safety of life and property on board of the steam vessels passing up and down the Red Sea.

And, whether, if it be illegal to charge the cost of this improvement to the General Light-house Fund Account, His Majesty's Government will propose a special vote to the House during the present Session, whereby the sum of money required to effect this improvement in the visibility of Balfe Point Light, Perim Island, may be provided.

Reply of the President of the Board of Trade.

Perim is within the Government of Bombay and any expenditure for the improvement of the light there is consequently properly chargeable to Indian Revenue.

The Board of Trade are advised that it would be illegal to charge it to the General Light-house Fund Account whilst it would be contrary to the intentions of Parliament in passing the Merchant Shipping (Mercantile Marine Fund) Act of 1898 to submit a special vote to this House for the purpose.

APPENDIX AA.

RED SEA LIGHTS.

No. 298—G OF 1902.

MARINE DEPARTMENT,
BOMBAY CASTLE, 27th September 1902.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—In continuation of my letter No. 191 G., dated the 17th June 1902, I am directed to state for the information of the Chamber of Commerce that intimation has been received by the Government of India through the India Office to the effect that the Commander of one of the Hamburg-America Steamship Co.'s boats, who lately passed in proximity to the light-houses building in the Red Sea, reports that according to outward appearance, the light-houses on Jebel Teir, Centre Peak Island and Abu Ail seemed to be completed, as the staging had been taken off.—I have, &c.,

A. M. T. JACKSON, Secretary to Government.

No. 191—G. OF 1902.

MARINE DEPARTMENT,
BOMBAY CASTLE, 17th June 1902.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—In continuation of Mr. Quin's letter No. 56—G, dated 13th February 1902, I am directed to state for the information of the Chamber of Commerce that intimation has been received by the Government of India through the India Office that the construction of the light-houses in the Red Sea was to be pushed on actively till the commencement of the hot weather, and that it was hoped that all except the Moka light would be nearly finished by then.—I have, &c.,

A. M. T. JACKSON, Acting Secretary to Government.

APPENDIX BB.

COLOURED SEAMEN ON MAIL STEAMERS.

No. 998 OF 1902.

GENERAL DEPARTMENT,
BOMBAY CASTLE, 19th February 1902.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—Adverting to my letter No. 7279, dated the 23rd December 1901, I am directed to inform you that the representation of the Chamber of Commerce regarding the amendment of the Postal Bill of the Australian Commonwealth has been communicated by the Government of India to the Secretary of State for India.—I have, &c.,

ALEXANDER KING, for Secretary to Government.

No. 3890 OF 1902.

GENERAL DEPARTMENT,
BOMBAY CASTLE, 15th July 1902.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—In continuation of my letter No. 998, dated the 19th February last, I am directed to forward herewith, for the information of the Chamber, copy of the marginally noted correspondence received from the Government of India, regarding the Postal Bill of the Australian Commonwealth which has since been passed.—I have, &c.,

Despatch from the Secretary of State No. 30 (Revenue) dated 21st February 1902 and enclosure.

Despatch to the Secretary of State No. 111, dated 17th April 1902.

Despatch from the Secretary of State, No. 88 (Revenue) dated 6th June 1902, and enclosures.

ALEXANDER KING, Ag. Secretary to Government.

DESPATCH NO. 30-REV., DATED THE 21ST FEBRUARY 1902.

From—The SECRETARY of STATE for INDIA;

To—The GOVERNMENT of INDIA.

I forward, for the information of Your Excellency's Government, correspondence* marked in the margin, relative to the Post and Telegraph Act recently enacted by the Commonwealth of Australia.

Australian Post and Telegraph Act.

* Letter from Colonial Office, dated 7th January 1902, with one enclosure.
Letter to ditto, dated 18th February 1902.

2. Your Lordship will observe that I have asked the Secretary of State for the Colonies to endeavour to secure the amendment of the

section in the Act which debars Australia from joining in any contract for the carriage of mails in which the employment of any other than white labour is not forbidden. I shall be glad to receive any observations on the subject which your Government may desire to offer.

ENCLOSURES.

No. 45920/01.

ENCLOSURE No. 1.

Colonial Office to India Office.

COLONIAL OFFICE, DOWNING STREET, 7th January 1902.

SIR,—I am directed by Mr. Secretary Chamberlain to transmit to you a copy of the "Post and Telegraph Act, 1901," of the Commonwealth of Australia, and to say that he will be glad to receive any observations on the Act which Lord George Hamilton may desire to offer.

2. I am to draw special attention to Section 16 relative to the employment of white labour.—I am, &c.,

H. BERTRAM COX.

The Under Secretary of State for India.

R. & S.—97.

ENCLOSURE No. 2.

India Office to Colonial Office.

INDIA OFFICE, 18th February 1902.

SIR,—I am directed by the Secretary of State for India in Council to acknowledge the receipt of your letter No. 45920, dated 7th January 1902, transmitting a copy of the "Post and Telegraph Act, 1901," of the Commonwealth of Australia, and inviting observations on the Act, with special attention to Section 16 relative to the employment of white labour only in the carriage of mails.

2. In reply, I am to make the following remarks :—At present the conveyance of mails between Brindisi and Bombay, Brindisi and Shanghai and Brindisi and Adelaide, is provided for by one contract between His Majesty's Postmaster General and the Peninsular and Oriental Company, dated 25th May 1897. Presumably this contract will not be affected by the Australian Act. The contract can, however, be determined on two

years' notice being given by either party at any date not earlier than the 31st January 1905. Should the be contract be determined in or after 1905 and new arrangements become necessary, it will apparently be impossible for Australia, so long as Section 16 of the Commonwealth's Act of 1901 remains in force and unaltered, to become a party, either directly or by an arrangement with the Treasury such as now exists, to any contract for the carriage of mails which does not contain a clause prohibiting the use of coloured labour in connection with such carriage. At present, as is well known, large numbers of British Indian subjects are employed on board the steamships that carry the mails. Either, therefore, the contracting steamship company or companies will be debarred from employing these natives of India on the Indian and China mail service, as well as on the Australian service, or else Australia will be compelled under this section to stand out of the arrangements for the next Indian and China contract and will require a special contract for its mails.

From the point of view of India either contingency is undesirable, as the steamship companies would be put to increased expense and would therefore expect increased remuneration for the carriage of mails between India and Europe. It is also possible that the disabilities and restrictions arising out of Section 16 might lead to the companies putting up their rates for goods and passengers, to the direct detriment of India, as well as to that of China and Australia. But, apart from the financial loss which it is thus likely to inflict on India, both as regards mail charges and ocean steamer rates, Lord George Hamilton desires to protest strongly, on behalf of India, against a clause which, in its present shape, places Indian seamen under unmerited disabilities and tends to exclude a large number of His Majesty's subjects, on the invidious ground of race, from an employment for which they are thoroughly well suited, and on which they have been engaged for many generations ; more especially as that employment is carried on almost entirely in situations beyond the jurisdiction of the Australian Parliament. His Lordship earnestly hopes that Mr. Secretary Chamberlain will do his utmost to secure the amendment of any legislation in His Majesty's Colonies or Possessions which would produce a result so unfair in itself and so oppressive to the classes affected by it.

Lord George Hamilton would also point out that if the Australian law is allowed to stand in its present state, the Postmaster General of this country may hereafter be placed in the embarrassing position of either having to refuse to enter into a contract in conjunction with the Postal

Department of the Australian Commonwealth for the carriage of mails between England and Australia, or of having to become a party to a contract which would absolutely prohibit the employment by the contracting company on their mail steamers of Indian subjects of His Majesty. In the debate in the House of Commons in May 1900 on the subject of the accommodation of lascars on Peninsular and Oriental steamers, the opponents of the Company did not advance the proposition that lascar seamen should be excluded from employment on the Company's boats ; while most speakers frankly recognised that their exclusion on the ground of race would be quite improper.

Lord George-Hamilton gathers from discussions in the press and elsewhere on Section 16 of the Act that that section is regarded as a necessary, or at least a natural, complement of a law prohibiting the immigration into and settlement in a colony of people of a coloured race ; but a moment's reflection will show that it stands on a totally different footing. Assuming that the interests of Australia require the exclusion of immigrants of coloured races, is it conceivable that any similar result would follow from the presence in the port of such a colony, for a few days occasionally, of a ship having among her crew coloured seamen whose work would be confined to that ship ?

Another ground on which Section 16 of the Act seems to be defended is that it would tend to promote the manning of British merchant vessels with a class of seamen who would be more reliable than lascars, especially in time of war ; but this is a very large question which concerns the whole of His Majesty's dominions, and which would have to be dealt with on united counsels. It would be manifestly inconvenient that the legislature of each portion of those dominions should seize upon every casual opportunity that presented itself to deal with such a question to such limited extent as it could and after its own fashion as, *e.g.*, it is proposed to do in the present case by taking advantage of a postal contract to compel the owners of a ship registered in England to submit to restrictions, which the law, under which they work, has not thought fit to impose upon them. Not only would such a course, as above pointed out, tend to dislocate important administrative and commercial arrangements in which many other portions of His Majesty's dominions are interested ; but further there is a danger that from matters not being considered from a sufficiently wide point of view it might fail in the very object at which it aims. In this very case it has been more than once pointed out that the Commonwealth of Australia, owing to their having their attention riveted exclusively on the question of colour, have framed this 16th

Section in such a way that it would probably lead in some cases to a British ship entertaining, instead of lascars, who are British subjects, alien white men who from the point of view now referred to might be far less desirable. It may be that the above objection would cease to apply if the 16th Section of the Act were confined to contracts for the carriage of mails between different ports within the limits of the Australian Commonwealth, but that is a question for consideration by the Colonial Office and the Postmaster General rather than by this office.—I am, &c.,

The Under Secretary of State, Colonial Office.

A. GODLEY.

Despatch No. 111, dated the 17th April 1902.

From—The Government of India ;

To—The Secretary of State for India.

We have the honour to acknowledge the receipt of your Lordship's Despatch No. 30 (Revenue), dated the 21st February 1902, forwarding copy of certain correspondence relative to the Post and Telegraph Act recently enacted by the Commonwealth of Australia.

2. With regard to the section in the Act which debars Australia from joining in any contract for the carriage of mails in which the employment of any other than white labour is not forbidden, we entirely concur in the remarks made by your Lordship in the letter to to the Colonial Office, No. R. & S.—97, dated the 18th February 1902, and have nothing to add to them.

Despatch No. 98-Rev., dated the 6th June 1902.

From—The Secretary of State for India ;

To—The Government of India.

In continuation of my Despatch No. 30 (Revenue), dated 21st February 1902, on the Post and Telegraph Act of the Commonwealth of Australia, I forward, for the information of Your Excellency's Government, a copy of the correspondence noted in the margin. With reference to the representations from the Bengal and Bombay Chambers of Commerce, which were forwarded to me with your letter No. 19 (Finance), dated 30th

Australian Post and Telegraph Act.

* Letter from Colonial Office, No. 10862, dated 4th April 1902.

Letter to ditto, R. & S.—1092, dated 22nd April 1902.

Letter from ditto. No. 15593, dated 8th May 1902.

January 1902, you will observe that the Colonial Office has no objection to the correspondence respecting the Act which has passed between it and this office being communicated, should your Government think fit to do so, to the Chambers.

ENCLOSURES.

No. 10862.

Enclosure No. 1.

Colonial Office to India Office.

Colonial Office, Downing Street, 4th April 1902.

Sir,—I am directed by Mr. Secretary Chamberlain to ackowledge the receipt of your letters of the 18th and 27th February (R. & S.—97 and 515) on the subject of the "Post and Telegraph Act, 1901," recently passed by the Parliament of the Commonwealth of Australia.

2. The objections urged in those letters to Section 16 of the Act appear to rest on a misapprehension of the scope and effect of that clause. It does not appear to Mr. Chamberlain that it purports in any way to lay down the conditions on which the rest of the Empire is to have postal access to Australia; or to assume control over Imperial communications in general; or that it penalies the carriage of mails on steamers worked by coloured labour, or "seeks to dictate to the owners of steamers, which visit Australian shores but which are owned outside of Australia, how their steamers are to be worked or what description of labour they shall employ on board." It merely states that Australia will not contribute its own money or give any special facilities for the encouragement of communication carried on by the aid of a special class of labour. It is obvious that there is the widest difference between imposing penalties on steamers employing coloured labour and merely refusing such steamers any special employment or aid, pecuniary or otherwise. It can scarcely be maintained that Australia is bound to renew a contract for the carriage of its mails when the service for which the subsidy was granted has ceased to be acceptable to the people of the Commonwealth, and the clause now in question appears to do no more than assert the right of the Commonwealth to the control of its own money.

3. In fact, the arguments against the clause appear to be based on the assumption that other parts of the Empire have a vested interest in the continuance of the Australian subsidy, on the ground that its withdrawal may possibly involve additional expenditure on their own part and

that the Imperial Government would be justified in bringing pressure to bear on the Commonwealth in the interests of the other parts of the Empire by advising His Majesty to exercise His power of disallowance in regard to the measure under consideration. In this view Mr. Chamberlain cannot acquiesce. The arrangement for a consolidated mail contract is a purely voluntary one, and if one of the parties, after due notice, declines to renew its obligation or attaches conditions to its renewal which the other parties cannot accept, it cannot be maintained that such action affords any just ground of complaint.

4. It is no doubt regrettable that the action of the Commonwealth Parliament in exercising its right to lay down certain conditions, by which its Government must in future be bound in arranging for the carriage of mails, may lead to the breaking up of the mutually beneficial joint arrangement now in existence, but that contingency by itself affords no ground for impugning or limiting the right.

5. The policy of such a condition as that embodied in the clause to which exception is taken is of course not one to which His Majesty's Government can subscribe, but in Mr. Chamberlain's view it is clearly a matter in which the Commonwealth Parliament is within its right, and the mere fact that it may result in inconvenience to His Majesty's Government or other parts of the Empire cannot be regarded as a sufficient reason for the exercise of the power of disallowance in regard to the measure in which it is enacted, any more than the imposition of a customs duty on goods imported from other parts of the Empire would be a sufficient reason for disallowing a Tariff Act.

6. A copy of the correspondence has been forwarded to the Governor General for the information of his Ministers, with an intimation that His Majesty will not be advised to exercise His power of disallowance in regard to the Act.—I am, &c.,

C. P. LUCAS.

The Under Secretary of State for India.

R. & S.—1092.

ENCLOSURE No. 2.

India Office to Colonial Office.

India Office, 22nd April 1902.

SIR,—I am directed by the Secretary of State for India in Council to acknowledge the receipt of your letter No. 10862, dated 4th April 1902, on the subject of the Australian "Post and Telegraph Act, 1901," and to say that Lord George Hamilton proposes, if Mr. Secretary Chamberlain

sees no objection, to forward a copy of it to the Government of India for information in reply to their letter of the 30th January 1902, a copy of which was transmitted to you with my letter of the 27th February, and at the same time to authorise the Government of India to communicate this correspondence, if they desire to do so, to the Chambers of Commerce of Bengal and Bombay in reply to the memorials addressed to them by those bodies on the subject of clause 16 of the Act.

I am to explain that Secretary of State in Council was never under the impression that the Australian Parliament had in any way exceeded their powers when they passed the Act in question ; nor had he any intention of suggesting that Mr. Chamberlain should go so far as to advise His Majesty to veto it. What he did was to protest, as strongly as he could, against the enactment and maintenance by one portion of the British Empire of a provision gravely and needlessly injurious to an important industry carried on by the natives of another portion of it ; and he is sure that Mr. Chamberlain will endeavour, by such means and on such opportunities as may seem to him suitable, to induce the Australian Government to reconsider the matter in a generous and equitable spirit.—I have, &c.,

The Under Secretary of State, Colonial Office.

A. GODLEY.

No. 15593.

ENCLOSURE No. 3.

Colonial Office to India Office.

Downing Street, 8th May 1902.

SIR,—I am directed by Mr. Secretary Chamberlain to acknowledge the receipt of your lefter R. & S.—1092 of the 22nd ultimo, and to state, for the information of Lord George Hamilton, that he has no objection to the correspondence respecting the Australian Post and Telegraph Act, 1901, being communicated to the Chambers of Commerce of Bengal and Bombay.

2. The contents of the concluding paragraph of your letter have been noted, and Mr. Chamberlain will bear in mind Lord George Hamilton's desire that an endeavour should be made to obtain the reconsideration of Section 16 of the Act, but he does not think that the present time is opportune for such action.—I am, &c.,

C. P. LUCAS.

The Under Secretary of State for India.

No. 964—1902.

BENGAL CHAMBER OF COMMERCE,

CALCUTTA, 11th July, 1902.

Australian Post and Telegraph Act 1901.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—You have no doubt, in common with this Chamber, received a letter from the Government of India, enclosing a file of official correspondence between the Government of India, the Secretary of State for India, and the Secretary of State for the Colonies, on the subject of the representation made by the Bombay and Bengal Chambers of Commerce with reference to the provisions of Section 16 of the Australian Post and Telegraph Act. From this correspondence it will be seen that, the representation of the Chambers, backed by the Government of India and the Secretary of State for India, has received but scant consideration from the Colonial Office.

The Committee of this Chamber would be glad to know whether the Committee of your Chamber contemplate taking any further action in the matter.—Yours, &c.,

W. PARSONS, Secretary.

BOMBAY CHAMBER OF COMMERCE, 31st July 1902.

The SECRETARY, BENGAL CHAMBER of COMMERCE, Calcutta.

DEAR SIR,—I am directed by the Committee of the Bombay Chamber of Commerce to thank you for your letter of the 11th July, and to say that the Committee after considering the papers which they in common with your Chamber have received from Government on the subject of the Postal Bill of the Australian Commonwealth are not disposed to think that further representation in the matter would be effective.—I am, &c.,

FREDERICK NOEL-PATON, Secretary.

APPENDIX CC.

TONNAGE SCALE FOR MAIZE.

No. 98 of 1902.

Karachi Chamber of Commerce, 12th March 1902.

The Secretary, Bombay Chamber of Commerce, Bombay.

Dear Sir,—I am directed to state for the information of your Committee, that my Committee have recently taken test measurements of Maize, from which it appears that the present tonnage scale for this article, viz., 16 cwt. to the ton, will require to be increased to 17 cwt. to the ton, to bring it more in accord with the actual measurement.

My Committee will be glad to know whether any test measurement of maize has recently been made by your Chamber, and if not, whether your Committee will be disposed to have test measurements taken, with a view to joining this Chamber in altering the present scale to 17 cwt. to the ton, which they contemplate doing.

It is desirable, my Committee consider, that the Bombay and Karachi scales should assimilate, and trust that your Committee will, recognising this, see their way to test the article again if recent tests have not been made.—Yours, &c.,

C. H. CHETHAM, Secretary.

Note.

Extract from Karachi Tonnage Scale :—

1. The Karachi Tonnage Scale for steamers shall be on the basis of 40 cubic ft. to the ton, but in case to exceed 20 cwt. dead weight, except in the case of salt.

Bombay Chamber of Commerce, 20th March 1902.

The Secretary, Karachi Chamber of Commerce, Karachi.

Dear Sir,—I am directed by the Committee of the Bombay Chamber of Commerce to thank you for your letter of the 12th inst. communicating in the first place the fact that a test made for the tonnage of maize in your port has recently led

to the abandonment of the 16 cwt. scale in favour of one of 17 cwt., and inviting my Committee in the second place to undertake a similar test of this article with a view to keeping the tonnage scales of the two ports in line.

My Committee fully appreciate the importance of uniformity between the tonnage scales of the two ports. They regret therefore that there is no maize available for test in this port, but they would be glad to hear what results are obtained by you in a series of tests to be made at different seasons of the year. It appears to my Committee that in such a commodity as maize it is not desirable to alter the scale on the strength of results obtained by one test only.—I am, &c.,

FREDERICK NOEL-PATON, Secretary.

No. 118 of 1902.

KARACHI CHAMBER OF COMMERCE, 10th April 1902.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

Tonnage Scale for Maize.

DEAR SIR,—I am directed to acknowledge receipt of your letter of 20th ultimo, and to inform you that the Committee intend taking a further test measurement of maize as soon as possible, and will thereafter again communicate with your Chamber.—Yours, &c.,

C. H. CHETHAM, Secretary.

No. 178 of 1902.

KARACHI CHAMBER OF COMMERCE, 21st May 1902.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

Tonnage Scale for Maize.

DEAR SIR,—Referring to previous correspondence ending with my letter No. 118 of 10th April 1902, I am directed to inform you that further maize measurement taken confirm the previously advised opinion of the Committee that the tonnage scale for this article should be raised to 17 cwts. to the ton, and that a proposal to this effect will be placed before the next General Meeting of this Chamber.—Yours, &c.,

C. H. CHETHAM, Secretary.

BOMBAY CHAMBER OF COMMERCE, 29th May 1902.

The SECRETARY, CHAMBER of COMMERCE, Karachi.

DEAR SIR,—I am directed by the Committee of the Bombay Chamber of Commerce to acknowledge the receipt of your letter of the 21st inst. stating that a further test of the tonnage of maize confirms the opinion that the scale for this article should be raised to 17 cwt.

I am to inform you that in the absence of any maize shipments in Bombay and the consequent impossibility of making tests here, the Committee accept the decision of your Chamber in the matter and will at next General Meeting submit it for adoption by the Members.—Yours, &c.,

FREDERICK NOEL-PATON, Secretary.

No. 201 OF 1902.

KARACHI CHAMBER OF COMMERCE, 11th June 1902.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

Tonnage Scale for Maize.

DEAR SIR,—I am directed by the Committee of this Chamber to acknowledge receipt of your letter of the 29th ultimo, and to say that they are pleased to note that your Committee accept the decision of this Chamber in the above matter.—Yours, &c.,

C. H. CHETHAM, Secretary.

APPENDIX DD.

CYLINDRICAL PACKAGES, CUBICAL CONTENTS OF.

BOMBAY CHAMBER OF COMMERCE, 19th March 1902.

The following Resolution, adopted at the Annual General Meeting of the Bombay Chamber of Commerce, held on 12th March 1902, is printed and circulated for the information of members :—

"That the following addition be made to the Tonnage Scale :—

Cylindrical Packages, Rolls, etc., 40 Cubic Feet, and that the following foot-note be appended :—

On and after 1st April 1902, the following formula shall be recognised for the calculation of the cubical contents of Cylindrical Packages, namely, that the square of the diameter be multiplied into the length and one-fifth deducted from the product."

FREDERICK NOEL-PATON, Secretary.

BOMBAY CHAMBER of COMMERCE, 30th December 1901.

The SECRETARY CHAMBER of COMMERCE CALCUTTA, KARACHI, COCHIN, MADRAS, RANGOON, PONDICHERRY, COCONADA.

DEAR SIR,—Some time ago application was made to this Chamber for a pronouncement as to the nature of the formula recognised by the Chamber for the calculation of the cubical contents of cylindrical packages for tonnage. My Committee has never authorised or in any way taken cognizance of any particular formula of the kind in question, but has reason to believe that the formula most commonly used for the purpose stated is one which gives an error of some 21½ per cent. It appears that disputes and difficulties have arisen in the matter and are likely to recur unless some uniformity of procedure can be obtained. But since the existing rates of freight for cylindrical goods of various

kinds have presumably been fixed with regard to the erroneous results given by the formula most commonly in use, it is felt that any sudden adoption or authorisation of another formula would have all the effect of a change in the existing tonnage scale. In Bombay no such change can be made without the sanction of a General Meeting of the Chamber; and my Committee are disposed to submit to the forthcoming Annual General Meeting a proposal to recognise one or other of the correct formula shown below and to appoint a date on which such recognition shall come into force.

The key of both the correct formula is the ratio of circumference to diameter, which ratio is constant in all circles and is commonly signified by the Greek letter $\overline{\Pi}$. This ratio is 3·1416, etc., but practical purposes would be satisfied if it were taken at 3·14.

The first formula is to multiply the square of the radius (r) into the said ratio of circumference to diameter ($\overline{\Pi}$) and multiply the product by the length (I): thus $r^2 \times \overline{\Pi} \times I$. Example:—A package having diameter 4 feet and length 10 ft. Diameter 4 feet therefore radius 2 feet.

Square 2 feet=4.

Multiply 4 by $\overline{\Pi}$ (*i.e.* 3·14)=12·56.

,, 12·56 by length 10 feet as before=125·6 cubic feet.

The second is to multiply the square of the diameter (d) into one quarter of the aforesaid ratio ($\overline{\Pi}$) and again multiply the product by the length thus=$d^2 \times \frac{\overline{\Pi}}{4} \times I$. Example=

Diameter, 4 feet, squared=16 feet.

Multiply 16 by ¼ of $\overline{\Pi}$ or ·7854=12·5664.

,, 12·5664 by length 10 feet=125·664 cubic feet.

As it is believed that the Annual General Meeting of your Chamber will shortly be held, I am directed to beg that you

will lay this matter before your Committee and obtain an expression of their opinion as to the expediency of a joint adoption by the various maritime Chambers of Commerce throughout India of one of the above simple formulæ in place of the various calculations that do not in fact estimate that which they pretend to estimate.—Yours, &c.,

FREDERICK NOEL-PATON, Secretary.

No. 27 of 1902.

KARACHI CHAMBER of COMMERCE, 16th January 1902.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—I am directed to acknowledge receipt of your letter of 30th ultimo, and in reply to inform you, that as the shipment of cylindrical packages is not of frequent occurrence at this Port, any formula which your Chamber may find suitable, will, in all probability, be adopted by this Chamber.—Yours, &c.,

C. H. CHETHAM, Secretary.

COCHIN CHAMBER of COMMERCE, 31st January 1902.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

Cubical Contents of Cylindrical Packages.

DEAR SIR,—I beg to acknowledge receipt of your letters of 30th December and 20th instant, and regret that it has not yet been possible to bring your suggestion before a formal meeting of this Chamber. I may mention, however, that should your Chamber decide to adopt either of the formula in question, I have little doubt that this Chamber would also agree to adopt the same formula.—Yours, &c.,

JOHN CHRISTIE, Hony. Secretary.

COCANADA CHAMBER OF COMMERCE, 2nd February 1902.

To the Secretary, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—In reply to your letter of 30th December last, this Chamber has considered your proposal to recognise a correct method for calculating the cubical contents of cylindrical packages, and beg to

inform you that, although aware of the error in the present methods of calculating such measurements, this port has not been much affected by it ; as it was only in cases of indirect shipment that the method referred to was used. In the case of direct shipment, it has always been the practice here for cylindrical packages to go by weight. The Chamber, however, readily supports your proposal to recognise one correct method of calculation such packages in future and is in favour of adopting the formula $r^2 \times \overline{\prod}. \times I.$ *i.e.* multiply the square of the radius (r^2) into $\overline{\prod}.$, the ratio of the circumference to diameter, and the product multiplied by the length (l).—Yours, &c.,

P. W. Chairman.

MADRAS CHAMBER of COMMERCE, 3rd February 1902.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—In continuation of my letter of the 23rd ultimo, I beg to inform you that the subject was considered at the General Monthly Meeting of this Chamber on the idem, when it was resolved to inform you, that this Chamber is of opinion that it is expedient to jointly adopt some formula for the calculation of cubical contents of cylindrical packages and is prepared to accept either of those proposed by the Bombay Chamber of Commerce or the following :—¼ (circumference × diameter × length).—I remain, &c.,

M. J. YORKE, Chairman.

RANGOON CHAMBER OF COMMERCE, 22nd February 1902.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—I am desired to acknowledge receipt of your letter of 30th ultimo, and to say that this Chamber will be pleased to adopt either of the two formula given for ascertaining the cubical contents of cylindrical packages.

My Committee are of opinion that all the maritime Chambers should adopt the same formula and I am to say that if you will inform me which formula is finally decided on, it will be recorded here.—I am, &c.,

ALEX. D. WANIN, Secretary.

No. 161—1902.

BENGAL CHAMBER OF COMMERCE,

CALCUTTA, 31st January 1902.

THE SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—I am directed by the Committee of the Bengal Chamber of Commerce to reply to your letter of 30th December, on the question of the calculation of the cubical contents of cylindrical packages for tonnage.

The Committee have given their most careful attention to the contents of your letter, which has also been considered by the Shipping Sub-Committee of the Chamber.

You intimate that the proposals in your letter would have all the effect of a change in the existing tonnage scale, and that in Bombay any such change could not be made without the sanction of a General Meeting of the Chamber, but that your Committee are disposed to submit to your forthcoming Annual General Meeting a proposal to recognise one or other of the two formula detailed in your letter and to appoint a date on which such recognition shall come into force.

It has been pointed out to the Committee in considering this question that the space required for cargo is properly represented by the cubical measurement of the space and not by the cubical measurement of each cask. Also, that it is the invariable, and apparently the simplest, rule on this side to calculate tonnage on the cubical space occupied by the shipment and that rates are fixed here in accordance. The Committee, recognising that the introduction of the proposal referred to in your letter would mean the alteration of the whole schedule of freights for cask goods in a manner which would not be altogether fair to ships and steamers, have decided that it would not be expedient to make any change in the practice prevailing in this port, which apparently is either to change for actual space occupied at the ordinary measurement rate or to adopt the formula and charge an extra rate.—Yours, &c.,

W. PARSONS, Secretary.

BOMBAY CHAMBER OF COMMERCE, 24th February 1902.

The SECRETARY, BENGAL CHAMBER of COMMERCE, CALCUTTA.

DEAR SIR,—I am directed by the Committee of the Bombay Chamber of Commerce to acknowledge the receipt of your letter of the 31st January, on the subject of proposed adoption of a uniform formula for the calculation of the cubical contents of cylindrical packages. My Committee fear that their letter of the 30th December, has failed to make clear the object and the effect of the proposed change. They think the matter of sufficient importance to call for further consultation with your Committee.

Enquiries made here show that the formula most commonly used in Bombay is to square the quarter of the mean girth and multiply the product into the length.

Taking the example given in my letter of the 30th December, *i.e.*, a cylindrical package having diameter 4 ft., and length 10 ft., the above formula gives cubical contents of only.....cubic ft. 98·596.

Either of the correct formula gives as was shown in the said letter, cubical contents.....125·6 cubic ft.

The objection raised by you to the adoption of the correct formula is that, while calculating the actual cubical contents of the packages themselves, it does not allow for the space lost in the interstices between those packages. But if this objection apply to a formula giving 125·6 cubic feet, it would seem to my Committee to be doubly applicable to a formula giving only 98·6 cubic feet as at present. Other things being equal, the change from the latter to the former of these two formulæ would—so far from being "unfair to the ship"—favour it to the extent of 25 per cent.

There appears to my Committee to be nothing to prevent a ship-line which has hitherto used the arbitrary formula from

adopting a correct formula and so securing 25 per cent. more freight. This, in brief, was the Committee's reason for moving in the matter.

In their letter of the 30th December, my Committee proposed the adoption of one or other of the two correct formulæ therein shown. It has, however, been represented to them that the formula commonly used for the calculation of the cubical contents of casks is generally known and sufficiently accurate for adoption with a view to uniformity. That formula is to square the diameter, multiply the product into the length and deduct one-fifth. They are therefore, disposed to recognise this last formula, and since the Chambers of Commerce in Karachi, Madras and Cochin have intimated their readiness to take united action in the matter, my Committee will esteem it a favour if the Bengal Chamber will, in the light of the facts above stated, take it again into their consideration.—I am, &c,

FREDERICK NOEL-PATON, Secretary.

No. 440—1902.

BENGAL CHAMBER OF COMMERCE,
CALCUTTA, 1st April 1902.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

Cubical contents of Cylindrical Packages for Tonnage.

DEAR SIR,—I am directed by the Committee of the Bengal Chamber of Commerce to acknowledge receipt of your letter of 25th March, forwarding copy of a Resolution adopted by your Chamber at the Annual General Meeting held on the 12th March.

The Committee have been giving their most careful consideration to the contents of your further letter of 24th February on this subject.

I am directed by the Committee to express their regret that under the circumstances prevailing with regard to this matter in the Port of Calcutta, it would not suit them to adopt a similar Resolution to that a copy of which you have been good enough to favour them with. The Committee are sorry that the position in regard to the matter on this side was not detailed with sufficient clearness in my letter of 31st January, and have directed me to emphasise what I then wrote in order to make the matter plainer. In pointing out that "it is the invariable and apparently the simplest rule on this side to calculate tonnage on the cubical space occupied by the shipment, and the rates are fixed here in accordance," it would perhaps have been better if I had illustrated the statement by an example, as, for instance, for a cask 4 ft. diameter and 10 ft. long, the space required for cargo would be "properly represented by the cubical measurement of the space and not by the cubical measurement of each cask," and would work out as follows :—

4 ft. × 4 ft. × 10 ft. = 160 cubic feet.

This is the simple rule followed on this side, and rates are fixed here in accordance. Your suggestion was for the adoption of a formula which would give the measurement to be charged for at 125·6 c. ft. You will easily see from this that to adopt a formula giving only 125·6 c. ft. in place of one which gives 160 c. ft., would be, as pointed out in my letter above referred to, to alter the basis of freight for cask goods in a manner not altogether fair to ships or steamers, unless indeed the latter were to establish a higher rate of freight to equalise the smaller measurements, a course which would only cause dissatisfaction among shippers. The Committee trust they have now explained why they are unable to fall in, as they would otherwise wish to have done, with the action taken on your side.—Yours, &c.,

W. PARSONS, Secretary.

BOMBAY CHAMBER OF COMMERCE, 10th April 1902.

The SECRETARY, BENGAL CHAMBER of COMMERCE, Calcutta.

DEAR SIR,—I am directed by the Committee of the Bombay Chamber of Commerce to acknowledge the receipt of your letter of the 1st inst., on the subject of the calculation of cubical contents of cylindrical packages, and to express the regret of the members that your Committee has not found it convenient to recognise the formula recognised by the Chamber on this side.

It ought perhaps to be pointed out that the said formula is not designed for application to casks as in the example you quote, but to true cylinders.—Yours, &c.,

FREDERICK NOEL-PATON, Secretary.

APPENDIX EE.

THE CONTROL OF COASTING CRAFT.

No. 3062.

SECRETARY'S OFFICE, BALLARD ROAD,

BOMBAY, 19th June 1902.

To the SECRETARY, CHAMBER of COMMERCE.

SIR,—I am directed to forward 12 copies of the Draft Rules for the Survey of Cargo Boats plying in the Port, together with an extract of the Port Officer's letter, dated 22nd April 1902.

The Draft Rules are prepared in accordance with para. 1 of Government Resolution No. 4, dated 16th January 1902, Marine Department (a copy of which is enclosed), and I am to forward them for the favour of the opinion and remarks of the Chamber of Commerce. On receipt of your reply the rules will be considered in detail by the Trustees and submitted to Government.

The Underwriters' Association have been separately addressed.—I have, &c.,

H. E. HART, Secretary.

Extract paras. 1 and 9 and para. 14 of the Port Officer's letter No. $\frac{1373}{W}$, *dated 22nd April 1902.*

1. In accordance with Government Resolution, Marine Department, No. 4, dated 16th January 1902, in which they approve the suggestion made in para. 1 of the Resolution of the Trustees of the Port of Bombay, No. 188, that rules be framed under Section 6 (*k*) of the Indian Ports Act, X of 1889, empowering the Port Officer to survey Cargo Boats plying in Bombay Harbour, and to grant Certificates determining their carrying capacity, I have now the honour to submit the accompanying Draft Rules for favour of approval, and to observe that they are the result of much deliberation, for, in the course of testing by actual loading the present rules for ascertaining the actual dead weight carrying capacity of the Cargo Boats, it has been found that they are in most test cases altogether unreliable, as the accompanying Statement **A** will prove.

2. The rules in force at present were approved in Government Resolution, Marine Department, No. 443, dated 2nd May 1873, and are the outcome of a report from the late Sir Henry Morland, at that

time President of a Committee consisting of the late Mr. Jamsetjee Dhunjibhoy, Master Builder, Her Majesty's Dockyard, the late Mr. J. W. Corke, 1st Assistant Master Attendant, and Mr. T. Jervis, Superintendent, Preventive Service, and it is evident that the object of this Committee was to both test the then existing rules and, if necessary, amend them in so far that, when applied to any Cargo Boat, the result would be the dead weight carrying capacity of the boat, and they called this total carrying power the Register Tonnage.

3. Statement **A** shows measurements for the dead weight carrying capacity of no less than 18 Native Craft and Barges of all descriptions, such as are employed in Bombay Harbour.

These comprise :—

2 Iron Barges.
2 Wooden Barges.
4 Buttelas.
4 Padows.
1 Ballao.
1 Pattimar (very few running in Harbour).
4 Mutchwas or Mahageries.

Total 18

4. Each boat was first boarded when empty in order that exact measurements might be taken : she was then either loaded with coal or salt, as the case might be, most carefully, and when down to the freeboard considered safe, this was measured and Board of Trade Rule II applied, which is $\left(\frac{\text{Girth}+\text{Breadth}}{2}\right)^2 \times$ length $\times$ a factor found by the actual cargo known to be on board the boat.

5. The factors arrived at are as follows, and so far have been found to give satisfactory results, and only in a few cases there being the difference of a few tons from that actually ascertained by weighing the cargo into the boats :—

For Padows or Prows	·0014
For Buttelas	·0017
For Iron Barges	·0028
For Wooden Barges	·0026
For Pattimars or Ballaos	·0017
For Mahageries or Mutchwas	·0012

The application of such formula, it has been found, leaves sufficient freeboard for all ordinary weather, as Statement **A** shows, and from such freeboard it has been found possible to arrive at certain

multipliers which, when applied to the depth of hold, will give the necessary freeboard.

6. The Trustees in their Resolution, which they forwarded to Government, suggested the necessity of rules to determine—

(*a*) The carrying capacity of each boat.

(*b*) The number of the crew to be carried.

(*c*) For the proper periodical survey of the boats (it would have to be annual).

(*d*) For the proper marking of the load line on each craft over 10 tons dead weight carrying capacity.

7. Although Board of Trade Rule II, as already explained, is, to my mind, the simplest and most accurate for arriving at the carrying capacity of a Native Craft, whereas the prevailing rule is proved to be no guide whatever in this case, I would submit that what is wanted is not so much the total quantity in weight of cargo that a boat may carry, but the load mark beyond which she may on no account load. Tindals of boats may plead ignorance of tons or their equivalents, but it is impossible for them to escape noticing if their properly affixed load line is immersed. Again, bearing in mind the heterogeneous mass of Native Craft, and notwithstanding my having divided them into classes, I submit it is eminently necessary that although this suggested method of calculating the tonnage (dead weight) be approved, as also the multipliers for arriving at the freeboard, a certain amount of latitude must be allowed the Port Officer or Surveyors in deciding—

(i) The carrying capacity,

(ii) The general multiplier for freeboard, and

(iii) The exact point for the load line marks.

8. It is unfortunate that we should have two methods for calculating the tonnage of the boats, *viz.*, the present one on which they pay dues, etc. (as Statement **B** shows), and which is therefore their register tonnage, but since the register tonnage of all ships and steamers is much lower than their actual carrying capacity, and moreover as the adoption of the Board of Trade method II would mean a considerable enhancement of their dues, I would suggest that the Register Tonnage Rule be allowed to stand purely for the purpose of paying Port dues, Hard fees, etc., and that method II be

only used by the Port Officer or Surveyors as a guide in the performance of their duties. Of course the knowledge that a boat is capable of carrying approximately a certain dead weight is handy to the Owner as a guide, but he must ever bear in mind that notwithstanding such entry in the boat's Survey Certificate, it is only approximate, and he must not on any account load below his affixed load line.

9. The proposed survey fees are as low as it is possible to make them when it is considered that it would not be at all advisable to place any person in charge as the Surveyor on a salary of less than Rs. 300 or 350 per mensem plus a staff of one clerk and one peon.

Vessels of 30 tons and under..Rs. 5.
Vessels above 30 tons .. ..Rs. 7.

o o o o o o o o

14. In conclusion I must point out that with all the above in force I do not anticipate much improvement in the annual loss of property unless an ever vigilant watch is kept by the Water Police that the boats are not allowed to load and ply with their load marks immersed. It may be thought that the estimated balance of fees is too great, but at this stage it is not exactly known what further establishment will be required. We may find that an Inspector afloat is a *sine qua non*, and there may be much litigation, especially at first.

(Sd.) H. S. BLACK, COMMANDER, R.I.M.,
Port Officer of Bombay.

Merchant Shipping.—

Proposals made by the Underwriters' Association, Bombay, for regulating harbour and coasting craft.

MARINE DEPARTMENT.

No. 4.

BOMBAY CASTLE,
16th January 1902.

Letter from the SECRETARY, UNDERWRITERS' ASSOCIATION, dated the 9th February 1901 :—

"The question of overloading native crafts engaged in the coasting trade as well as lighters plying for hire in Bombay Harbour

has had the serious attention of my Committee, and I am now directed to lay before Government copies of the correspondence exchanged on this subject with the Collector of Bombay and the Local Port Officer.

"The salient points of the latter's letter No. 2988 of 1st October 1900 are :—

(1) That the present measurement rules serve only as a basis for levying port dues.

(2) That no Government Regulation exists for fixing the carrying capacity of a craft, and consequently the amount of cargo shipped depends entirely upon the master and/or owner.

(3) That certificates of seaworthiness to crafts plying within harbour limits other than passenger boats are granted by the Collector of Customs on the report of a Preventive Officer to this effect.

(4) That the only control exercised by the Port Officer over native crafts other than passenger vessels is the issue of a certificate of registration when the craft is new or in case of any structural alterations subsequently affecting such certificate.

"The Collector of Bombay in his letter No. C.—16700 of 1900, under date of 30th November, supplements the above information as follows :—

(5) That ships of less than 150 tons burden (*i.e.*, practically all native crafts) are not subject to the provisions of the Indian Merchant Shipping Act of 1880 and that 95 per cent. of country crafts ply only coastwise.

(6) That ships plying to ports outside of India would come under the Regulations of the Act referred to and that the Detaining Officer in this case would be the Port Officer.

(7) That cargo boats plying in this harbour are annually licensed by the Customs on inspection by Preventive Officers who ascertain whether such crafts leak or not.

(8) That frequent accidents occur to salt and coal boats due to overloading, and it appears that there is neither a law nor provision dealing with this subject.

"As a body of underwriters, my Committee respectfully beg to submit that the time has arrived for Government to bring in a measure remedying the deficiencies of the present Regulations and they would therefore suggest the adoption of the following Rules as an enactment :—

A.—*For lighters plying in the habour.*

(*a*) That all cargo crafts plying within harbour limits should be annually licensed and surveyed by a responsible official capable of reporting on structural defects, if any, and acting under the authority and orders of the Local Port Officer who shall have the power of refusing such license.

(*b*) That in addition to the registered tonnage each license shall contain the dead weight carrying capacity of such craft in tons of 20 cwts. and, should her cargo exceed the authorized weight, she shall, for the purposes of law, be deemed 'overladen and unseaworthy.'

Note.—My Committee are of opinion that the addition of measures (*a*) and (*b*) would inflict no hardship nor hamper trade, especially as only an annual inspection is involved; and, if so advised, Government could vary the dead weight capacity entered in the license to suit the monsoon and the fair seasons.

B—*Native crafts plying coastwise.*

(*a*) Identical with the proposals regarding ; and

(*b*) Harbour craft ;

(*c*) The following provisions of the Indian Merchant Shipping Act of 1880:—

Chapter 2, Section 4, Definition of Unseaworthiness.

,, ,, 5, Penalty for taking or sending ships to sea in an unseaworthy condition.

,, ,, 6, Implied conditions of seaworthiness in contracts of service.

,, ,, 7, Detention of unsafe ships by the local Government.

"In conclusion I am to add that my Committee are putting this matter before Government with the object of attaining a greater

safeguard of both life and property and they are of opinion that the measures suggested will, instead of hampering the harbour and coastal traffic, prove beneficial. In support of the latter statement, I beg to hand you a copy of the rates of insurance usually charged for native craft business. Although the premium is undoubtedly high, few European Insurance Offices accept this class of business. The main reason of refusal lies in the fact that under present conditions it is almost impossible to prove unseaworthiness due to overloading. The Native underwriters in this city pay 80 per cent. of a loss under their Policies and consequently 20 per cent. falls on the shipper."

Letter from the SECRETARY, UNDERWRITERS' ASSOCIATION, to the PORT OFFICER, BOMBAY, dated the 28th September 1900 :—

Under the instructions of the Committee of the Bombay Underwriters' Association, I have the honour to request the favour of being furnished with a copy of the Government Rules or Regulations which are observed in regard to the measurement of both native crafts, utilized for the coasting trade, and lighters plying in Bombay Harbour. The Committee would also be glad to know how underwriters can ascertain the exact carrying capacity of both lighters and crafts, with the view, if necessary, of proving unseaworthiness in the shape of overloading. I am further instructed to solicit information as to whether native crafts leaving Bombay Harbour are inspected prior to their departure and, if so, whether any report is made to your Department as to the quantity of cargo carried, and the general condition of the vessel before leaving the port.

It has come to the knowledge of my Committee that several prows carrying salt from salt ports to this harbour for shipment by steamer to Calcutta are of considerable age and owing to claims made on underwriters from time to time on account of salt losses it is desirable that Marine Insurance Companies should be acquainted with all the regulations regarding the supervision, registry and classification of crafts and lighters.

I am, therefore, to say that any information you can furnish this Association will be much appreciated by the Committee and the general body of members.

Letter from the PORT OFFICER, BOMBAY, to the SECRETARY, UNDERWRITERS' ASSOCIATION, No. 2988—66, dated the 1st October 1900 :—

In reply to your letter of 28th September 1900, I have the honour to forward herewith the Government rules for measuring native craft both decked and open. These rules apply equally to coasting craft and lighters plying within the Bombay Harbour. I would however, point out that the tonnage arrived at by the application of these rules is what is known as "Registered Tonnage" and is only used for the purpose of levying "Port Dues."

2. The carrying capacity of the boat is an entirely different matter, and no rules have been formulated by Government to prevent overloading, and the amount of cargo placed on board a vessel entirely rests with the owner or master.

3. Control of native craft plying within the harbour limits other than passenger boats is vested in the Collector of the Customs, who grants a license yearly on receipt of a certificate of seaworthiness granted by a Preventive Officer. In absence of proof to the contrary I suppose it is fair to presume that the Preventive Officer who grants the certificate is duly qualified to gauge the seaworthiness or otherwise of the vessel in question.

4. I may here state that as Executive Officer to the Port Trustees I have on more than one occasion brought to their notice that the licensing of cargo boats within their port limits should be in their own hands and not in that of the Chief Customs Authority.

5. At present the only control I exercise over native craft of all descriptions other than passenger vessels is that they obtain from me a certificate of registration and measurement (registered tonnage) when new or any structural alterations which affect such tonnage.

Letter from the SECRETARY, UNDERWRITERS' ASSOCIATION, to the COLLECTOR of LAND REVENUE, CUSTOMS and OPIUM, BOMBAY, dated the 7th November 1900 :—

Under the instructions of the Committee of the Bombay Underwriters' Association, I have the honour to solicit information as to the procedure followed by your Department in the matter of inspecting native craft in Bombay Harbour before they proceed to sea. The exact nature of the information desired by my Committee is in

regard to the precautions adopted by the Custom House with a view to preventing native crafts leaving this harbour either overloaded or otherwise unseaworthy.

As a body of underwriters, the experience of this Association, in regard to native craft insurances as well as lighter risks in the Bombay Harbour, has not been favourable. Some of the lighters from Salt Ports proceeding to Bombay have been proved to be of considerable ages, one dating back, the Committee understand, to the year 1826.

Any other information which you may be able to furnish with regard to native craft plying in this harbour, similar to that already asked for in respect of sea-going craft, will be very acceptable to my Committee.

Letter from the COLLECTOR of CUSTOMS and OPIUM, BOMBAY, to the SECRETARY, UNDERWRITERS' ASSOCIATION, No. C.—16700, dated the 30th November 1900 :—

With reference to your letter, dated 7th November 1900, I have the honour to inform you that ships of less than 150 tons burthen employed solely in fishing or in plying coastwise between ports situate in India and Ceylon are outside the operation of the provisions of the Indian Merchant Shipping Act of 1880 touching unseaworthy and unsafe ships [*vide* Section 3, clause (*b*)]. The country crafts alluded to in your letter are all under 150 tons, and 95 per cent. of them ply only coastwise. Those trading with ports beyond India would apparently fall under the operation of the abovementioned. Act and would therefore be liable to detention, if found unseaworthy or unsafe. The Detaining Officer under the Act is the Port Officer, to whom I would refer you for the information you want.

2. Cargo boats plying in the harbour are licensed yearly by the Collector of Customs under Section 79 of the Sea Customs Act. These are open boats : they are inspected by the Preventive Officers : and the main thing looked to is that they are not leaky.

3. Salt and coal boats very often come to grief, not because of their age but owing to their being very frequently much overloaded There does not appear any law dealing with this subject.

BOMBAY UNDERWRITERS' ASSOCIATION.

The undernoted tariff of rates for insurance on native craft business, as revised at the General Meeting of the Association, held on 13th January 1898, comes into force from 5 p.m. of this date.

BOMBAY, 13th January 1898.

RATES OF INSURANCE ON "NATIVE CRAFT," F. P. A. ONLY.

Bombay to the following Ports and *vice versa* :—

PERIOD		NORTHWARDS							
		EXCLUDING JETTISON.				WITH JETTISON.			
From	To	Ports as far as Bhavnagar.	Ports beyond Bhavnagar as far as Dwarka.	Ports beyond Dwarka as far as Cutch Jakkau.	Ports beyond Cutch Jakkau as far as Karachi.	Ports as far as Bhavnagar.	Ports beyond Bhavnagar as far as Dwarka.	Ports beyond Dwarka as far as Cutch Jakkau.	Ports beyond Cutch Jakkau as far as Karachi.
		As.	As.	As.	As.	As.	As.	As.	As.
15th October ..	30th November ..	12	16	18	20	21	28	31½	35
1st December ..	28th February ..	8	12	14	16	12	18	21	24
1st March ..	31st March ..	10	14	16	18	17½	24½	28	31½
1st April ..	30th April ..	12	16	18	20	24	32	36	40
1st May ..	15th May ..	18	22	24	26	36	44	48	52

PERIOD		SOUTHWARDS.							
		EXCLUDING JETTISON.				WITH JETTISON.			
From	To	As far as Compta.	Between Mangalore and Poonani.	Cochin and Alleppy.	Quilon.	As far as Compta.	Between Mangalore and Poonani.	Cochin and Alleppy.	Quilon.
		As.	As.	As.	As.	As.	As.	As.	As.
15th October ..	30th November.	12	14	18	22	21	24½	31½	38½
1st December ..	28th February...	10	12	14	18	15	18	21	27
1st March ..	31st March ..	12	14	18	22	21	24½	31½	38½
1st April ..	15th May ..	18	22	24	28	36	44	48	56

NOTE—Return not to exceed 25 per cent., including all discounts, rebates, allowances, bonuses and brokerage.

In cases where risks are taken from any port to Bombay and then beyond that, the rate shall be the rate to Bombay *plus* the rate from

Bombay to the final destination. But if the craft does not call at Bombay, the rate shall be the rate from the port of departure to Bombay *plus* half the rate from Bombay to the ultimate port of destination.

Companies have the option of covering the risk of jettison under the following terms and conditions only :—

(1) On crafts if loaded only with full-pressed iron-bound bales of cotton and/or yarn at above *excluding jettison tariff rates.* In such cases the following clause to be inserted in the Policy :—

"It is hereby declared and agreed that this policy covers the risk of jettison, if such be necessitated by stress of weather, provided craft is loaded with full-pressed iron-bound bales of cotton and/or yarn only."

(2) On goods, other than cotton and/or yarn in full-pressed iron-bound bales, at the rates *with jettison* provided for in the above schedule. In such cases the following clause to be inserted in the Policy :—

"It is hereby declared and agreed that, in consideration of the increased rate of premium paid, this Policy covers the risk of jettison, if such be necessitated by stress of weather."

This Agreement to be in force for an indefinite period, irrespective of the native craft shipping season.

JOHN MARSHALL, Secretary.

Letter from the PORT OFFICER, BOMBAY, No. 899—66, dated the 16th March 1901 :—

"The subject matter of the accompanying correspondence has been exhaustively dealt with between this office and the Chairman of the Port Trust, pointing out the urgent necessity in the interests of life and property of the Trustees taking over the licensing of the cargo boats as rightly becomes their duty, *vide* Section 6 (*k*) of the Indian Ports Act X of 1889. All the points raised in the Underwriters' Association letter, dated 9th February 1901 (paragraph A, sub-paragraphs (*a*) and (*b*) will, in the event of the licensing being transferred to this Department, be dealt with when framing the rules for the licensing of cargo boats at this port.

"2. The larger question of controlling the seaworthiness of native crafts plying coastwise should be dealt with as a separate

subject, as there is no existing Act by which their seaworthiness, personnel and material, can be dealt with, and is a matter quite apart from the licensing of cargo boats. I will submit in details my views on this subject."

Memorandum from the Chairman, Bombay Port Trust, No. 2782, dated the 12th June 1901 :—

"Forwarded to Government. The views of the Trustees on the question of licensing cargo boats in Bombay Harbour are comprised in the following extract from their proceedings :—

Letter from the Secretary, Underwriters' Association, addressed to the Secretary to Government, Marine Department, dated 9th February 1901.

Letter from the Secretary, Underwriters' Association, addressed to the Port Officer, Bombay, dated 28th September 1900.

Letter from the Officiating Port Officer, Bombay, addressed to the Secretary, Underwriters' Association, No. 2988—66, dated 1st October 1900.

Letter from the Secretary, Underwriters' Association, addressed to the Collector of Land Revenue, Customs and Opium, dated 7th November 1900.

Letter from the Collector of Customs and Opium, addressed to the Secretary, Underwriters' Association, dated 30th November 1900.

Copy of the tariff of rates for insurance on native craft business in force from 13th January 1898.

8. Submitted memorandum from the Secretary to Government, Marine Department, No. 196, dated 22nd February 1901, addressed to the Port Officer, forwarding the papers, noted in the margin, on the question of licensing cargo boats engaged in the Bombay Harbour for the favour of report, and requesting that the papers may be returned through the Chairman, Bombay Port Trust, who is requested to favour Government with any remarks he may have to offer.

Submitted the Port Officer's report No. 899—66, dated 16th March 1901, on the subject, received for summission to Government.

Submitted the following minute by the Chairman on the subject, dated 22nd April 1901 :—

'I agree with the Port Officer that the two questions of licensing cargo boats for work within the harbour and of controlling coasting craft should be kept separate.

'His further report on the latter question may be awaited.

'As regards cargo boats within harbour limits, the Port Officer has compiled a return showing that within the last three years 75 cargo boats have sunk in the harbour. He estimates

the loss at not less than Rs. 1,00,000, and states that in the majority of cases the loss is directly traceable to overloading old boats.

'This statement, coupled with the present representation of the Underwriters' Association are grounds for the serious consideration of the question.

'At present such boats are licensed by the Collector, under the Sea Customs Act, on a certificate by a Preventive Officer to the effect that the vessel appears to him to be in good order and in a seaworthy condition. This license is a permit to land and ship merchandise in the port and no more. It costs Rs. 3 per annum : it places no restriction upon overloading, does not determine the carrying capacity and is independent of any requirements as to lights. Its chief value is the power of administrative control it places in the hands of the Collector, who can cancel or suspend the license "if the boats or barges be found concerned in a breach of the Customs Act or Rules."

'Under Section 6 (*k*) of the Indian Ports Act, Government may, in addition to any rules under any other enactment, make rules for licensing and regulating cargo boats and for determining the quantity of cargo to be carried by any such vessel.

'This provision of the law is a dead letter, so far as this port is concerned. In Calcutta, Rangoon and Madras, on the other hand, an elaborate scheme of rules has been sanctioned under it, whereby the Port Authorities determine the carrying capacity by recognised formula and mark the load lines before a license is granted. In Calcutta the rules, by some oversight, apply only to cargo boats *plying for hire*. Elsewhere they are of general application.

'It is for consideration whether the Board should advise Government that rules should be framed for Bombay, limiting the carrying capacity of cargo boats and requiring that they shall be properly manned and carry the regulation lights.

'In my opinion it would be a great measure of safety and would involve a charge of probably no more than Rs. 5 per annum on each boat, which is trifling. It would not, I think, be necessary to interfere with the license under the Customs

Act, but the latter should not be granted without the production of a license by the Port Officer. It would be necessary to appoint a Surveyor under the Port Officer's orders, but the cost would be covered by the fees.

'There are several details to be considered, but the first point is to determine whether action in the direction referred to is desirable, and with a view to solicit opinions on this point the papers are now circulated.'

Submitted minutes of Members of the Harbour and Pilotage Committee thereon.

Submitted the following further minute by the Chairman on the subject, dated 20th May 1901, circulated to the Harbour and Pilotage Committee under Circular No. 42, dated 21st May 1901 :—

'I have delayed these papers until I could obtain legal opinion on the question of license fees, it having been held in Calcutta that such fees were not leviable under the Indian Ports Act." The papers are put up. It will be seen that Mr. Yorke-Smith thinks the difficulty can be got over, but suggests Counsel's opinion being taken. I think we may defer this until a later stage.

'As regards lights, referred to by Mr. Ritchie, the present system is very defective.

'The lights and screens are brought to the Port Office for inspection, and when passed a certificate is granted, and on this certificate the boats are licensed by the Collector of Customs. There is no guarantee that the lights will be properly placed on the vessel, and as a matter of fact they are often (it is reported) placed on the wrong sides. The rules would provide for this, and for seeing that the boats were properly manned and that the tindal was properly qualified.

'I believe the Collector of Customs attaches considerable importance to his powers of license, because of the control it gives him. At other ports, however, boats are not licensed by the Customs Department, and offences against the Customs Act are dealt with by the Magistrates.

'It would, however, smooth the way for the present proposals, if we did not propose to interfere with the Customs procedure, but perhaps the fee for the Customs license might be reduced and probably also a smaller fee for a regular license than Rs. 5, as I previously proposed, would be sufficient to cover expenses.

'At Rangoon the tindal has to be licensed as well as the boat in the case of cargo boats *plying for hire*, and the Port Commissioners are appointed to issue licenses under the Sea Customs Act.'

Submitted minutes of members of the Harbour and Pilotage Committee thereon.

Submitted copy of Counsel's opinion confirmed by the Advocate-General on the question of levying fees for licensing private-owned cargo boats received from the Calcutta Port Commissioners.

Submitted letter from the Trustees' Solicitor, No. 3001, dated 16th May 1901, referred to in the Chairman's minute, dated 20th May 1901.

The papers having been circulated to the Trustees were not read.

Resolution No 188.—The Trustees concur with the Underwriters' Association that it is highly desirable that cargo boats plying in Bombay Harbour should be regulated and controlled in the matter of their carrying capacity, and it should be suggested to Government that rules should be framed under Section 6 (*k*) of the Indian Ports Act, enabling the Board to empower the Port Officer to survey and license such boats and to levy a small fee to cover the cost of these services. The license should determine the carrying capacity and the number of the crew and should be granted subject to the condition that the boat is properly equipped in accordance with the regulations for lights. The rules should empower the Port Officer to mark the load line on every boat exceeding 10 tons.

2. The Trustees think that, following the example in other ports, a license of this character should render a separate license under the Sea Customs Act, which is in reality only a permit to ply, unnecessary, but, if there are objections to dispensing

With this permit, they would advise that it should be granted only on the production of the license under the Indian Ports Act and that the fee should be reduced to a nominal sum.

Report on the subject of regulating coasting craft will follow."

Memorandum to the Revenue Department, No. 201-G., dated the 18th June 1901.

Letter from the Port Officer, Bombay, No. 2240-W., dated the 2nd July 1901 :—

"Adverting to the concluding paragraph of my report, No. 899—66, dated the 16th March 1901, I have the honour to report on the proposals made by the Underwriters' Association for licensing and surveying country craft plying coastwise.

2. The principal reason given in the Underwriters' Association's letter of the 9th February 1901, for the desirability of making laws and regulations for the control of this class of vessels, is to protect themselves against loss of property as also against loss by insurance, the question of loss of life with that body being of a minor consideration. Section 282 of the Indian Penal Code, however, protects against loss of life.

3. Such protection, as the Association call for, appears to me to be one which could be more suitably and efficiently dealt with by themselves than by Government by framing rules and employing surveyors to see that the rules are carried out. Owners of native craft wishing to insure their vessels and consigners wishing to entrust freights to this class of bottom and wishing to insure them would have to comply with these rules. The Association could make the rules sufficiently stringent to protect their own interests.

4. I would point out that such a practice already obtains with Underwriters of vessels unclassed at Lloyds, which have to pass through a survey periodically (non-Government), and it appears to afford all the protection they consider necessary.

5. Should Government, however, deal with the proposals of the Underwriters' Association, I would point out that there are many difficulties which would have to be overcome before this could be done efficiently. The first proposal is that a license should be granted annually after a survey of the vessel's condition, &c.

To do this, it would be necessary to have each boat drawn up on the beach for an examination of the bottom, and, if there was any suspicion of deterioration of the wood, stripes would have to be cut out for examination. A similar examination of the inside of the boat would have to be made, and the whole examination would probably occupy three or four days and cost the owner a considerable amount of money.

6. The second proposal is that, in addition to the registered tonnage, the license should state the amount of cargo, dead weight, which each boat is to be permitted to carry. To arrive at this would entail a great deal of work in connection with each boat. It would be necessary to evolve, first of all, a rule providing for the minimum amount of the free board each boat is to have when fully loaded. The existing rules of free board and reserve buoyancy only deal with decked vessels. Native craft have no complete decks and any rules made for their free board would have to be founded on some principles entirely different from those applying to decked vessels. It is feared that the amount of free board necessary to render any such given boat safe would be a matter of considerable controversy. There are not records in this office as to the depth to which these crafts are generally loaded or as to what has hitherto been found safe, and it is extremely unlikely that any statistics on this subject would be available. Without such particulars the matter becomes purely one of opinion.

7. When such rule has been made, however, there is the further question as to how much cargo, dead weight, will load a boat to that depth and no more. To arrive at this, it would be necessary that each boat should be measured very accurately by Sterling's Rule to find her exact displacement when empty, and afterwards when loaded to the depth allowed by the rule. A great number of measurements would, therefore, have to be taken from each boat and the calculations afterwards would occupy a considerable time and would then probably only be approximate in their result, on account of the peculiar shape of these vessels. In fact the true dead weights capacity of these vessels could probably only be arrived at by actually loading them with weighed cargo until they were immersed to the allowed depth. Approximation in a matter of this sort would be worse than useless, as a matter of a ton or two in the carrying capacity of ordinary native boats would be of very considerable

importance to the owners and if their present capacity is considerably reduced, there is certain to be a loud outcry from them.

8. The Underwriters' Association have not proposed to affix load line marks on the sides of these boats, and it is well that it is so, inasmuch as marks on such boats would be very difficult to see, the sides curving in very much towards the water line. As the lowest part of the side is nowhere near amid ship, it would also be difficult to decide where to affix such marks, the position of the lowest part varying very much according to how the boat is loaded. Moreover, under Section 438 of the English Merchant Shipping Act, 1894, no vessel under 80 tons employed in coasting trade in the United Kingdom requires to be marked for free board.

9. The last proposal of that Association is that Sections 4, 5, 6 and 7 of Chapter II. of the Indian Merchant Shipping Act, 1880, should be made to apply to native coasting craft. This, in my opinion, would simply give rise to endless litigation. It would be easy to make the definition of 'unseaworthiness' apply to these boats, but it must be remembered that the only people who have any knowledge of their behaviour at sea are the Natives who work them. The difficulty then becomes one of obtaining an opinion which any Court of Law would rely on, as to whether a boat is really unseaworthy or not, and the same thing may be said in regard to the proposal to apply Sections 5, 6 and 7 of the above Act.

10. It appears to me, therefore, that it would be better to leave the matter entirely in the hands of the Underwriters."

Memorandum from the Chairman, Bombay Port Trust, No. 3884, dated the 8th August 1901 :—

"Forwarded to Government in continuation of memorandum No. 2782, dated 12th June 1901. The Trustees are of the opinion that the matter is of such importance that, in spite of the practical difficulties referred to in the Port Officer's report, consideration should be given to the suggestion made by the Underwriters' Association that Sections 4, 5, 6 and 7 of the Indian Merchant Shipping Act should be made applicable to all native crafts plying coastwise."

Memorandum to the Revenue Department, No. 982, dated the 12th August 1901 :—

"Transferred to the Revenue Department, in continuation of this Department memorandum No. 201-G., dated the 18th June 1901,

with a request that this Department may be favoured with the views of the Commissioner of Customs on the questions dealt with in the present papers."

Memorandum from the Revenue Department, No. 8488, dated the 5th December 1901 :—

"Retransferring the papers with the following reports by the Commissioner of Customs, Salt, Opium and Abkari and communicating the views of that Department on the suggestions made in the papers."

Report by the COMMISSIONER of CUSTOMS, SALT, OPIUM and ABKARI, No. 4971, dated the 30th August 1901 :—

"In returning the papers received with the above, the undersigned has the honour to report that it is true that at present there are no rules under which the overloading of cargo boats, whether plying in the harbour or coastwise, may be prevented.

2. Probably legislation will be necessary to enable the authorities to deal with the coasting boats, but, as has been pointed out by the Port Officer, the case of boats plying within the harbour can be met by a rule under Section 6 (*k*) of the Ports Act, X of 1889.

3. The undersigned agrees with the Resolution of the Port Trust Authorities that the Port Officer should be empowered to survey these boats and grant certificates determining their carrying capacity. The production of such a certificate ought to be indispensable before the grant of a license by the Sea Customs Authorities. But, as it is most necessary for Customs purposes that these boats should be kept under due executive control, it would never do to altogether abolish the system of granting licenses or permits to ply, which at present obtains and with which the Port Trust have no concern whatever.

4. A copy of Report, No. 1326, dated the 17th July 1901, on the subject from the Superintendent, Preventive Service, is submitted herewith."

Report by the SUPERINTENDENT, PREVENTIVE SERVICE, No. 1326, dated the 17th July 1901 :—

"The solution of the questions raised by the Underwriters' Association is much advanced by the separation of that dealing with cargo

boats from that dealing with coasting craft. As pointed out by the Collector, there is no law dealing with the subject of load lines, and therefore the coasting craft cannot be dealt with but cargo boats may, as pointed out by the Chairman of the Port Trust, under Section 6 (*k*) of the Indian Ports Act.

2. The Superintendent has pointed out on former occasions that it is very desirable that the Collector of Customs should continue to have the licensing of cargo boats under the Customs Act. If there are defects in the present system, they may be amended by the issue of rules. The best course, however, would be that suggested in these papers, that is, that the survey of cargo boats should be left to the Port Officer and that a Customs license should not be issued without a Port Officer's license being first produced. The average number of licenses issued for the past three years is 791, the fee for each being three rupees. It will be seen that the financial side of the question is not an important one, and it is for Government to consider the Trustees' proposal to reduce the three rupees a year fee to a nominal one.

1898-1899	...	Licenses	791
1899-1900	...	„	799
1900-1901	...	„	785

3. With regard to some of the Chairman's remarks bringing forward the proposal for a change, the Superintendent would remark that, when overloaded, boats swamp in bad weather, whether they are old or new, and further as regards lights that there are already rules in force in regard to these and that there is a Port official, the Inspector of Lights, whose special business is to look after them. Without a certificate from the Port Officer that a cargo boat has the proper lights, no Customs license is issued.

4. So far as the undersigned's experience goes, all that is required is to insist that cargo boats should have a load line. When the Trustees come to make rules for that purpose, they will probably find it a more difficult task than they think. However, that is perhaps not a point for the Customs House to consider. The Superintendent would note that it is proposed to have rules about the manning of the boats and having qualified men as tindals. This means an examination of some sort. In the Superintendent's humble view there is no reason to go beyond the question of cargo boats having a load line."

Report by the COMMISSIONER of CUSTOMS, SALT, OPIUM and ABKARI, No. 6314, dated the 5th November 1901 :—

"Returned with compliments with reference to this office No. 4971 of the 30th August last.

2. The Commissioner has carefully considered the question and he agrees in the views expressed by the Port Officer. It would be extremely difficult, if not impossible, to lay down any practical rules for fixing the load lines of vessels so irregularly and variously built as the majority of country craft that ply coastwise are.

3. Under the British Law (Section 438 of the Merchant Shipping Act) ships under 80 tons burthen and employed solely in the coasting trade are exempted from the load line regulations, and to enforce them on machwas of 40 tons burthen and under in this country seems unreasonable.

4. As pointed out by the Port Officer, similar Associations in England make their own rules and enforce them in the case of vessels insured with them by means of a surveying staff, and it is open to the Underwriters' Association to adopt the same course here in India."

RESOLUTION—Government approve of the suggestion made in paragraph 1 of the Resolution of the Trustees of the Port of Bombay, No. 188, printed in the preamble, that rules should be framed under Section 6 (*k*) of the Indian Ports Act, X of 1889, empowering the Port Officer, Bombay, to survey cargo boats plying in the Bombay Harbour and to grant certificates determining their carrying capacity. The Port Trustees should be requested to prepare a draft of the requisite rules and to submit it for the approval of Government.

2. In regard to the question raised in paragraph 2 of the Resolution of the Trustees referred to above, Government are of opinion that it is desirable the license under the Sea Customs Act should be issued only on production of the Port Officer's certificate, the fee for such license being reduced from Rs. 3 to Re. 1, and the Commissioner of Customs should be requested to address Government in the Revenue Department in connection with such alteration as may be necessary in the rules under the Sea Customs Act.

3. As regards Native craft plying coastwise, the Underwriters' Association, Bombay, should be informed that owing to the

difficulty in devising any satisfactory set of rules for measurement of the capacity of small craft, to which at present the provisions of the Indian Merchant Shipping Act (VII of 1880) do not apply, Government regret that they are unable to adopt the suggestions of the Association. It appears that the practice obtaining in England in respect of vessels unclassed at Lloyds is for Underwriters to make their own rules and enforce them by means of a Surveying Staff, and it is open to the Underwriters' Association, Bombay, to adopt a similar course for the protection of their interests in India.

H. O. QUIN,
Secretary to Government.

To

The Port Officer, Bombay,
The Chairman, Bombay Port Trust,
The Commissioner of Customs, Salt, Opium and Abkari,
The Collector of Customs, Bombay,
The Revenue Department of the Secretariat,
The Remembrancer of Legal Affairs,
The Secretary, Underwriters' Association, Bombay (by letter).

BOMBAY CHAMBER OF COMMERCE, 27th June 1902.

THE SECRETARY, BOMBAY PORT TRUST.

SIR,—I am directed by the Committee of the Bombay Chamber of Commerce to acknowledge the receipt of your letter No. 3062 of 19th instant, covering draft rules for the survey of cargo boats plying in the port, together with extract of the Port Officer's letter, dated 22nd April last.

I am to say that these papers have been considered by the Committee and that the proposals made appear to them to be unexceptionable.—I have, &c.,

FREDERICK NOEL-PATON, Secretary.

MARINE DEPARTMENT,

BOMBAY CASTLE, 2nd September 1902.

No. 112.—In supersession of Government Notification No. 108, dated 25th August 1902, the following draft of a Notification which

it is proposed to issue in exercise of the powers conferred by Sub-section (1) of Section 6 of the Indian Ports Act, 1889 (X of 1889), is published as required by Sub-section (2) of the said section for the information of persons likely to be affected thereby, and notice is hereby given that the draft will be taken into consideration by the Governor in Council on or after the 1st November 1902.

2. Any objection or suggestion which may be received from any person by the Secretary to Government, Marine Department, with respect to the draft before the date fixed aforesaid will be considered by the Governor in Council.

Draft Notification.

In exercise of the powers conferred by Section 6, Sub-section (1) Clause (*k*), of the Indian Ports Act, 1889 (X of 1889), the Governor of Bombay in Council is pleased to make the following rules for licensing and regulating cargo boats which ply for—

(*a*) the landing and shipping of merchandise, and

(*b*) for carrying to and fro *bonâ fide* coolies for cargo work on board vessels within the limits of the Port of Bombay :—

1. No cargo boat shall ply for—

(*a*) the landing and shipping of merchandise, and

(*b*) for carrying to and fro *bonâ fide* coolies for cargo work on board vessels within the limits of the Port of Bombay without a Survey Certificate for the time being in force under these rules.

2. Every application for a Survey Certificate under these rules shall be made on the printed form obtainable from the Port Officer, Bombay, accompanied by the survey fee chargeable under Section 35 of the Act, *viz.* : —

For vessels of 30 tons and under ...	...	...	Rs.	3	0 0
For vessels above 30 tons ...	...	...	,,	5	0 0

3. Every Survey Certificate granted under these rules shall continue in force for one year, *viz.*, from the date of being docked or hauled up on the Yard, unless it shall have been revoked under the provisions of these rules.

4. No Survey Certificate shall be granted to any cargo boat until such boat has been surveyed by the Surveyors appointed by the Trustees of the Port.

5. The Surveyors so appointed shall—

(*a*) survey the vessel as to her seaworthiness;

(*b*) inspect her equipment, regulation lights and screens;

(*c*) determine the approximate dead weight quantity of cargo, the number of coolies, and the number of crew to be carried; and

(*d*) mark the disc for the fair and foul seasons on all cargo boats of over 10 tons dead weight carrying capacity.

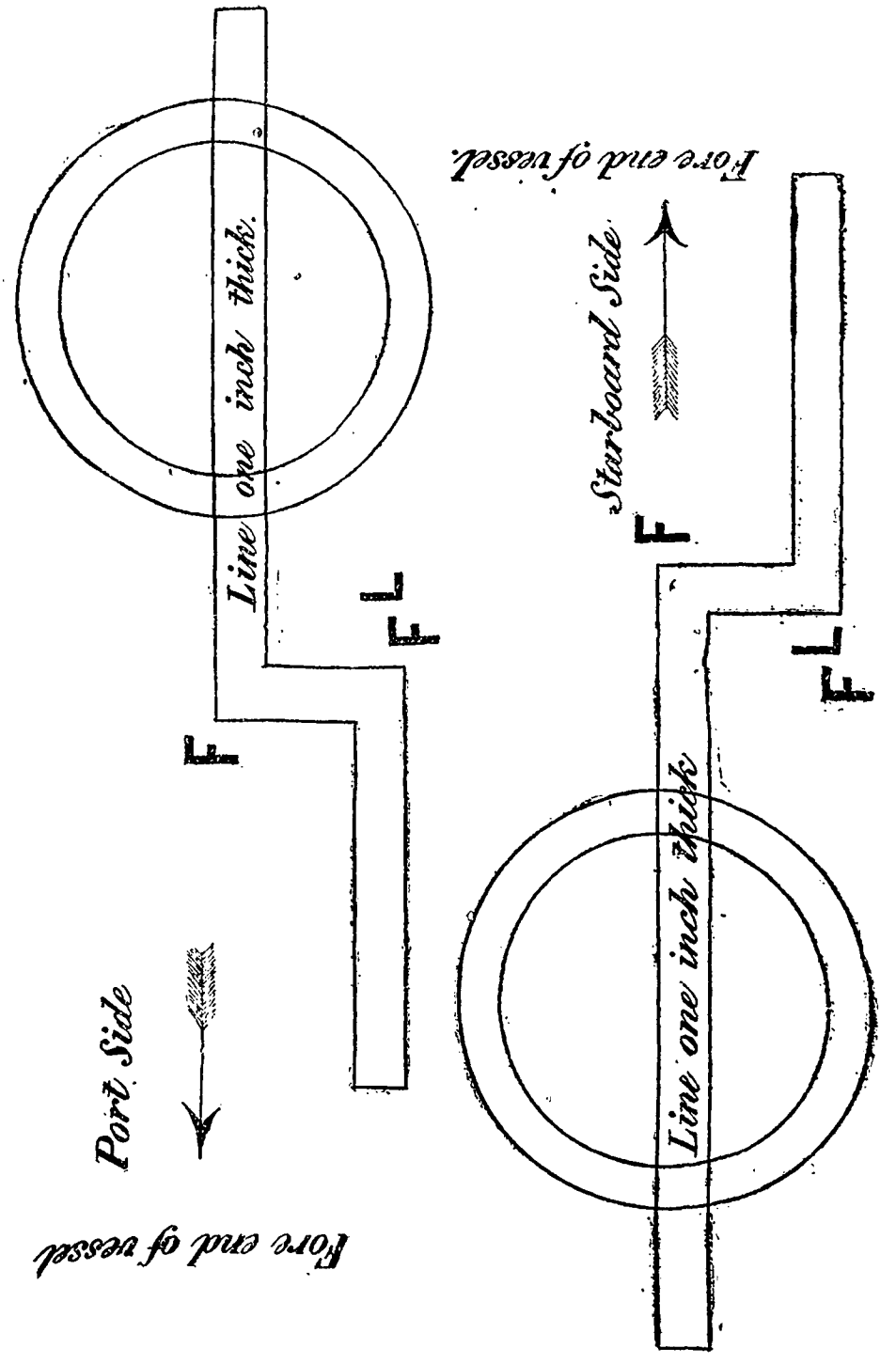
6. If a Surveyor finds that any defect exists in the Hull, or equipments of a vessel, he shall, before refusing to give her a Survey Certificate regarding the vessel, address a letter to the owner of the vessel pointing out such defect, and also pointing out the repairs, &c., necessary to make good the same.

7. Having determined the approximate dead weight quantity of cargo and the number of coolies to be carried by a boat, also the freeboard for the fine and foul seasons, the Surveyors shall cause circular discs to be affixed as under to each boat exceeding 10 tons dead weight carrying capacity, at such distance below the gunwale amidships that the upper edge of the centre line of the disc will mark the fine weather freeboard, and the upper edge of the lower line will mark the foul weather freeboard.

(*a*) The circular disc shall be 12 inches in diameter with a horizontal line 18 inches in length and drawn through its centre—all lines to be one inch in thickness. The disc shall be marked amidships on each side of the vessel. The upper edge of the horizontal line passing through the centre of the disc shall always indicate the maximum fine season load line. The upper edge of the next horizontal line below, marked Fl., shall always indicate the maximum foul season load line.

F.—For fine season. The maximum depth to which the vessel may be loaded.

Fl.—For foul season. The maximum depth to which the vessel may be loaded.


Fore end of vessel.
Starboard Side.
Line one inch thick.
Fore end of vessel
Port Side
Line one inch thick.

(*b*) The said disc and the said maximum load lines in connection therewith shall be painted white or yellow on a dark ground, or black on a light ground, and the position of the disc and of each of the lines shall in the case of iron and steel vessels be permanently marked by centre punch marks, and shall in the case of wooden vessels be sunk for their breadths into the planking, a depth of not less ½ of an inch.

8. Before a Survey Certificate is granted, the cargo boat shall have the registered number painted on each of the quarters in white a foot long on a black ground or in black on a white ground.

9. The Owner or his Agent or the Tindal or boatman in charge of any licensed cargo boat shall not permit any quantity of cargo or any number of coolies more than that for which such boat has been marked or authorized to be carried respectively in such boat at any time, and he shall not permit such boat to ply unless provided with the number of crew stated in the Certificate.

10. The Certificate granted for any cargo boat may be revoked whenever such boat is, in the opinion of the Port Officer, unfit for the conveyance of Cargo or Coolies, or when any breach of the conditions of the Survey Certificate or the Port Rules has been committed by the Owner or his Agent or the Tindal or boatman in charge of the boat.

11. Every licensed cargo boat when plying shall have her Certificate on board, and such Certificate shall be produced when required.

12. In case of any accident occasioning any material damage affecting the seaworthiness or efficiency of the vessel, a report to that effect shall be made to the Port Officer in writing as soon as possible for the purpose of re-surveying the vessel.

13. The Certificate shall be in the form appended hereto and shall be renewable annually on expiration.

14. For the purposes of these rules, the fair season commences from 1st October to 31st May and the foul season from 1st June to 30th September.

15. For the purposes of approximately ascertaining the dead weight carrying capacity of cargo boats they shall be measured as follows:—

$$\left(\frac{\text{Girth} \times \text{Breadth}}{2}\right)^2 \times \text{length} \times \text{the factor as ascertained}$$

for her class.

16. The factors for each class are as follows :—

For Padows or Prows	·0014
For Batelas	·0017
For Iron Barges	·0028
For Wooden Barges	·0026
For Pattimars or Ballaos	·0017
For Mahageries or Mutchwas	·0012

17. The following are the multipliers which applied to a boat's moulded depth will give the freeboard :—

Padows or Prows	... 3·5″	of side for each foot of moulded [depth.
Batelas	... 3″	do.
Iron Barges ...	... 3″	do.
Wooden Barges ...	... 2·5″	do.
Pattimars or Ballaos	... 3″	do.
Mahageries or Mutchwas.	4″	do.

18. All craft with the exception of Mahageries must present 3″ more of clear side during the foul season than that allotted by the centre line of disc for the fair season.

In the case of Mahageries 2″ more freeboard will be necessary.

19. The allowance per man when carrying coolies for working cargo shall be 4 square feet per man.

20. The Surveyor shall in special cases have discretionary power in actually fixing the position of the load line disc. Provided that the freeboard allowed shall not be less than that arrived at by the rules, and that the owner shall have the right of appeal to the Port Officer.

N.B.—This is necessary owing to the great variety of craft that ply in the Harbour.

21. Any person convicted of having committed a breach of any of the foregoing rules is liable to a penalty not exceeding (100) One Hundred Rupees under Section 54 of the Indian Ports Act, 1889 (X of 1889).

FORM OF SURVEY CERTIFICATE.

(Referred to in Rule 13.)

Registered No._____

Name of Vessel_____

Tonnage_____

Tindal_____

Owner and Address_____

Crew to consist of____Tindal and____ Lascars.

Approximate quantity of Cargo_____ tons in fair season,____in foul season.

Approximate number of Coolies_____ in fair season,_____in foul season.

_____

Surveyor.

Received }
Authorised fee Rs. }

Commander, R.I.M.,
Port Officer of Bombay.

SURVEY CERTIFICATE.

Issued under Section 6 (1) (k) of the Indian Ports Act, X of 1889.

PORT OFFICE:

Bombay,_____190 .

This is to certify that the undermentioned vessel has been examined as to her seaworthiness, &c., as required by the rules published in Government Notification No._____, dated ____190 , and found to be quite fit to ply as a Cargo Boat for the landing and shipping of merchandise and for carrying *bona fide* coolies within the limits of the Port of Bombay for the period of one year ending _____190 .

Registered No._____

Name of vessel_____

Tonnage_____

Name of Tindal_____

Name and Address of owner _____

Crew to consist of____Tindal and____ Lascars.

Approximate quantity of Dead weight____ tons in fair season,____ in foul season.

Approximate number of Coolies_____ in fair season,_____in foul season.

_____

Surveyor.

Received }
Authorised fee Rs. }

Commander, R.I.M.,
Port Officer of Bombay.

By order of His Excellency the Right Honourable the Governor in Council.

A. M. T. JACKSON,
Acting Secretary to Government.

APPENDIX FF.

COMMERCIAL INTELLIGENCE.

PROPOSED ESTABLISHMENT OF A GOVERNMENT BUREAU.

No. 2747-S. R.

GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

To the PRESIDENT, BENGAL, BOMBAY, MADRAS, RANGOON, KARACHI, UPPER INDIA, CHAMBER of COMMERCE.

SIMLA, the 20th May 1902.

SIR,—The Government of India have at present under consideration the question of creating a Bureau of Commercial Intelligence in connection with the Department of Finance and Commerce. They have been impressed by the defective nature of the arrangements for providing the Government with advice and information upon commercial and industrial questions in which the State is concerned. Still more noticeable is the almost entire absence of any machinery by which Government can systematically procure and communicate to the commercial public information on matters which are of interest to them, and regarding which individuals or public bodies may have difficulty in obtaining it for themselves. It would appear that the creation of a machinery competent to supply this twofold defect must necessarily be of benefit both to the mercantile community and to the State.

2. The Governor-General in Council proposes, therefore, to recommend to the Secretary of State for India the formation of a Commercial Intelligence Bureau on the general lines indicated below. Before addressing His Lordship, however, His Excellency would like to ascertain with greater fullness than at present what are the views and desires with regard to this most important subject of those whom it will so largely affect. He wishes clearly to understand what are the kinds of information which it would be most useful to the commercial public to possess, which they find it difficult to procure at present, and which it might be in the power of Government to supply. It is further essential to the success of the scheme that

the information collected should be readily accessible and displayed in the most convenient form; and also that the official primarily charged with its collection and compilation should enjoy the confidence of the commercial public. On all these points the Governor-General in Council will be obliged for your advice and suggestions.

3. The outlines of the scheme which commends itself to the Governor-General in Council, as at present advised, are as follows:—

At the head of the new Bureau in all its branches there should be a specially selected officer, entitled Director-General of Commercial Intelligence. Under his direct orders there should be placed two Assistants, one of whom should be Director of Statistics, and the other Director of the Commercial Branch, together with the necessary establishment. The primary function of the Director-General, and of the Commercial Branch Assistant under his orders, would be to procure, compile, and publish, all information likely to be of use to the commercial public, or to the Government in its relations to commerce. This would embrace matters relating to both import and export trade, to the inland and trans-frontier trade, to the industrial and mineral resources of the country, to the competition of foreign staples with local products in India, and of Indian staples with foreign products abroad, to the development of existing markets, and the discovery of new ones. It should include all the subjects* enumerated in the leaflet published by the Commercial Department of the Board of Trade, dated 1st January 1900, of which a copy was forwarded to you with my circular No. 4334-S. R., dated 3rd September 1900.

4. To procure this information, the Director-General and his Assistant should be constantly and regularly in communication with Chambers of Commerce, Industrial and Trade Associations, Shipping Companies, Labour organisations, and Representatives of the chief industries in all parts of India; with the Board of Trade and Commercial Associations in the United Kingdom, and with similar bodies, official and commercial, in British possessions over sea; and with British Consular representatives in foreign countries and

* "Commercial Statistics: Matters relating to Foreign and Colonial Tariffs: Excise and 'Consumption' duties: Port, Harbour, and Tonnage dues, and other charges on shipping: Customs Regulations: Consular Fees: Forms of Certificates of origin: Regulations regarding Commercial Travellers: Trading Licenses: Foreign and Colonial Contracts open to tender: Foreign and Colonial bounties: Lists of Firms engaged in particular lines of business in different localities," etc.

dependencies. He should arrange to procure from these sources not merely regular periodical reports and statistics dealing with the matters enumerated above, but also special reports and returns on subjects of particular interest which he may desire either of his own motion or at the instance of commercial bodies or individuals.

5. For the communication of the information thus collected, the Director-General would have three principal channels. In the first place, his office would contain a library of carefully-arranged information in books, reports, pamphlets, notes and maps, and this should be at the disposal of the public.

Secondly, an important branch of the Bureau would consist of an "Enquiry Office," in which all information not readily available in the library would be arranged, registered, carefully indexed, and brought up to date. Trained subordinates should be attached to this office charged with the duty of assisting members of public in formulating their enquiries, and in tracing out and supplying the information required. Enquiries which this office was unable to answer would be passed on to the Director-General, whose duty it would be to endeavour, if possible, to procure the materials for reply.

Thirdly, information suitable for publication would be issued in a periodical journal. This should contain most of the statistics now published by the Statistical Department, together with comments on an analyses of Consular and Commercial Reports and the like. It would also, from time to time, contain special reports and articles such as are found in the Board of Trade Journal in London.

6. It is proposed that the Director-General should have his headquarters at Calcutta; but he would be required to visit the other chief ports and large inland centres of trade at convenient intervals. He might also occasionally be required to visit Simla to consult and advise the Government of India on matters of importance.

7. The Director of Statistics would be charged with the compilation of the statistics received by the commercial branch, in addition to those now compiled by the existing Director-General of Statistics, and would be responsible for their form, punctuality and accuracy.

8. It is unnecessary in the present reference to dwell on the functions of the Director-General of the Commercial Bureau in his

capacity as expert adviser of Government in commercial matters. The Governor-General in Council is satisfied that if he efficiently discharges his functions towards the commercial public, indicated in paragraphs 3 to 7 of this letter, his advice cannot fail to be of the utmost value to the Government.

9. It is evident that the duties to be imposed upon the Director-General will require an exceptional degree of activity and quickness of apprehension, and that he will have to be constantly and keenly on the watch to prevent the work of his office from degenerating into routine. It is probable that at the outset mistakes may be made and omissions allowed to occur. The Governor-General in Council does not anticipate that complete success will be attained at once. But he is disposed to think that if the officer to be appointed Director-General approaches his task in a sympathetic spirit, and if he is able to secure the active co-operation of the commercial public, a substantial measure of success will before long be achieved.—I have, &c.,

E. N. BAKER,
Offg. Secretary to the Government of India.

BOMBAY CHAMBER OF COMMERCE, 29th May 1902.

The OFFG. SECRETARY to the GOVERNMENT of INDIA, FINANCE and COMMERCE DEPARTMENT, SIMLA.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce, we have the honour to acknowledge the receipt of your letter No. 2747-S. R., dated 20th May 1902, on the subject of the proposed Bureau of Commercial Intelligence. The Committee are fully sensible of the services that might be rendered to Commerce by such a Bureau if conducted by a man of business experience and the discretion engendered by such training. At the same time they confess to some uncertainty as to whether the exercise of such discretion is quite compatible with the presumptive official obligation to place at the disposal of all persons indiscriminately the whole of such information as might be acquired. Business men are naturally and properly careful to keep for their own use such information and knowledge as they have gained by experience, and our Committee

fear that the proposed Bureau would find difficulty in obtaining the best information if there were a likelihood of its general publication. This they believe to be the prime obstacle to the production of substantial results of a practical nature by official establishments of the nature contemplated; but they fully recognise that the disability may be inseparable from the conditions of a public service.

2. To one point we are instructed to make specific allusion.

It appears, from paragraph 7 of the letter under reply, to be the intention of Government to merge the office of the present Director-General of Statistics in that which it is now proposed to establish; and this arrangement might entail danger that these functions most strictly pertaining to an Intelligence Bureau might be swamped in the extensive and important duties of a purely statistical kind.—We have, &c.,

WILLIAM GREAVES, Chairman.

FREDERICK NOEL-PATON, Secretary.

BENGAL CHAMBER OF COMMERCE,

ROYAL EXCHANGE BUILDING,

CALCUTTA, 23rd August 1902.

No. 1183—1902.

From the SECRETARY, BENGAL CHAMBER of COMMERCE.

To the SECRETARY to the GOVERNMENT of INDIA,

FINANCE AND COMMERCE DEPARTMENT, SIMLA.

SIR,—I am directed by the Committee of the Bengal Chamber of Commerce to acknowledge receipt of your letter No. 2747-S. R. of 20th May 1902, intimating that the Government of India have at present under consideration the question of creating a Bureau of Commercial Intelligence in connection with the Department of Finance and Commerce, and that His Excellency the Governor-General in Council proposes to recommend to the Secretary of State for India the formation of such a Bureau, after ascertaining as fully as possible the views and desires of those whom it will so largely affect. I am at the same time to apologize for the delay which has taken place in replying to your letter. The Committee

of the Chamber being anxious to furnish the Government of India with the most reliable information and opinions available in view of the great importance of the proposal, thought it advisable to consult the Committees of the Associations connected with the Chamber representing various branches of trade, and also members of the Chamber qualified to give an opinion before submitting their views to Government.

2. The Committee gather from paragraph 2 of your letter that His Excellency the Viceroy especially invites advice and suggestions on three points which may be summarised as follows:—

(1) The kinds of information which would be most useful to the commercial public to possess.

(2) The best means of making the information collected readily accessible.

(3) The qualifications needed by the official primarily charged with the collection and compilation of information.

3. I am to say at the outset that the scheme commends itself as a whole to the Committee of the Chamber as being calculated, if properly worked, to develop materially the trade of the country. The outlines of the scheme as detailed in paragraph 3 and the succeeding paragraphs of your letter can hardly, in the opinion of the Committee, be improved upon. The principal danger to be feared in connection with it is that fore-shadowed in the last paragraph of your letter, *viz.*, the danger of allowing the work of the office to degenerate into routine. The Committee are aware that a Bureau Commercial Intelligence has been successfully worked for a number of years past in connection with the Philadelphia Commercial Museum, an organization with which this Chamber has been constantly in correspondence, and which issues a vast amount of valuable information with regard to the trade of the United States and almost every country in the world. The Committee have now before them a number of the publications issued by the Museum, and it occurs to them to suggest that, on the formation of the proposed Bureau, it might be desirable for one of the Officials to visit the Philadelphia Commercial Museum and inspect its organization, as the information thus obtained would, no doubt, be of considerable value in framing the arrangements for the new office in India.

4. With regard to the kinds of information which would be most useful to the commercial public to possess, the Committee would point out that in this country, as in most other countries in the world, the objects which the mercantile community set before themselves, as of the first importance, are the exploitation of new markets and the improvement of their own manufactures, in order to more effectively meet competition from other countries. There is no doubt that a vast amount of valuable information could be collected by British Consular Agents abroad, and could be utilised to its fullest extent for the benefit of the trade of the country by the Bureau of Commercial Intelligence. The Committee believe that the Officer, at the head of such an important Department, would also have no difficulty in getting into communication with the very best sources of information throughout the world. The Committee would emphasise the fact that simple statistics as such are no longer of the great importance they used to be before the introduction of telegraph cables and rapid steam communication, and care would have to be taken to prevent the Bureau becoming a mere Department for the collection of trade statistics valuable to a certain extent as these might be. Then, again, any information which would assist in the establishment of new industries would be of the utmost value, and in this connection the Committee consider that the Bureau might render valuable assistance in connection with the establishment and extension of great iron and steel industries in this country. A suggestion has also been made for the establishment of a special labour section in connection with the Bureau, the object being to induce native workers to leave congested areas in favour of localities where labour is wanted and is well paid, such as the Colliery districts and the neighbourhood of Calcutta, where the Jute Mills are situated. It has also been suggested that reciprocal relations should be established with similar Institution in other countries, so that all possible information may be obtainable regarding foreign manufactures and industries.

5. With regard to the best means of making the information collected readily accessible, the committee consider that the Enquiry Office, the particulars of which are detailed in paragraph 5 of your letter, would be an excellent means of disseminating information. The Enquiry Office apparently would be closely connected

with the library. It occurs to the Committee that, in order to make the scheme as comprehensive as possible and to allow of all its advantages being shared by all the principal centres of commerce, there should be in addition to the Head Enquiry Office at Calcutta, Branch Offices at Bombay, Madras, Karachi and Rangoon. Unless this could be arranged the mercantile communities in those important cities would undoubtedly be at some disadvantage as compared with the commercial body in Calcutta. As soon as such an Enquiry Office, as is indicated, had been fully established the Committee have little doubt that it would be largely resorted to for information and would be found to justify its existence in a comparatively short time. The Committee would point out that some discrimination would require to be used as to the publication of the information supplied to the Bureau. It is questionable whether individual merchants and manufacturers would supply information on many matters if it was understood that it was to be made available for the general community. Of course there would not be this danger in connection with information with regard to manufactures, invention, &c., obtained from public sources, to which all have a right of access, but Government might reserve the right of not publishing information obtained in connection with specific enquiries.

6. Coming now to the third point on which His Excellency the Viceroy invites suggestions, *viz.*, the qualifications needed by the Official primarily charged with the collection and compilation of information, the Committee do not hesitate to say that on the selection of the Director-General will mainly depend the success of the new Bureau. The Committee agree with His Excellency the Viceroy that the duties of this Officer "will require an exceptional "degree of activity and quickness of apprehension, and that he will "have to be constantly and keenly on the watch to prevent the "work of his office from degeneration into routine."

The Committee fully recognise that it will not be an easy task to select for the post of Director-General one who is in every way suited to carry out successfully the duties of the office. They, therefore, consider that the choice should not be confined to members of the Government service, but that selection should be made of the best possible man irrespective of the profession to which he may belong. It would seem almost necessary that the Director-General or one at least of his Assistants should be possess-

ed of a commercial training with a wide knowledge and experience of Indian commerce in particular. The Committee quite recognise that there are members of the Civil Service possessing many of the qualities which would conduce to making the new office a success; officers with a quick appreciation of the requirements of the mercantile community who are readily accessible when enquirers desire to communicate with them and who have the powers of organization and initiation which are essential to ensure the success of the proposed office. But, as explained above, the Committee trust that the area of selection will be made as wide as possible, so as to secure the most fully qualified man for the post.—I have, &c.,

W. PARSONS, Secretary.

MADRAS CHAMBER OF COMMERCE, 7th July 1902.

From the HON'BLE MR. A. J. YORKE, CHAIRMAN,
CHAMBER of COMMERCE, MADRAS.

To the SECRETARY to the GOVERNMENT of INDIA,
FINANCE and COMMERCE DEPT.

SIR,—With reference to your letter of the 20th May (No. 2747-S.R.) on the question of creating a Bureau of Commercial Intelligence in connection with the Department of Finance and Commerce, I have the honour to state that this Chamber has had the matter under its careful consideration. I may state at once that the Chamber cordially approves of the proposal generally, but wishes to offer a few remarks with reference to the various points touched upon in the Government of India's letter.

The Chamber observes that the Government of India invites advice and suggestions more especially on three points, namely, (1) what are the kinds of information which it would be most useful to the commercial public to possess, which they find it difficult to procure at present, and which it might be in the power of Government to supply; (2) how the information collected can be made most readily accessible, and be displayed in the most convenient form; and (3) the qualities which should be possessed by the official primarily charged with its collection and compilation, so that he may enjoy the confidence of the commercial public.

With regard to (1) the Chamber presumes that all the periodical reports and returns on Trade and Agriculture at present issued by

the Director-General of Statistics will continue to issue and will be added to and improved, as occasion offers, in view of the largely increased staff and scope of the new Bureau. As to other kinds of information likely to be wanted, the Chamber opines that manufacturers would be glad to avail themselves of the assistance of such a Bureau in obtaining particulars of the working and results of processes in vogue in other countries in connection with any particular business. To merchants and planters, also, it should be of use in providing Government assistance in combating new or widespread diseases of staple products; for instance, by arranging to import fresh varieties of seed, as has been done with such success in connection with groundnut kernels in this Presidency. Further, it should be of use in obtaining and disseminating information as to the prospects of crops in various countries and of the probable future development or falling off in such production and the causes thereof. In this connection it may be pointed out that the crop forecasts of cotton and jute in this country, as compiled of late years, still leave much to be desired. The Madras Chamber of Commerce has for a long time endeavoured to improve the compilation of reports and estimates of cotton crops, and although a step in advance has been made, the results are still very imperfect, and the Chamber despairs of much advance being made until the matter is taken in hand by some influential central Department.

The Chamber would suggest that the Bureau should be authorised to take cognizance of and deal with matters connected with Agriculture and Mining as well as Commerce proper and that its name might be the Bureau of Commerce, Mining and Agriculture to indicate this. Finance also might be included in so far as it affects commercial interests.

The great danger seems to be that the Bureau will become a mere machine for collecting statistics. Statistics alone will do little to encourage commercial development. The objects of the Bureau are said to be procuring information, compiling and recording it, and publishing it. But the Chamber thinks that it is sympathetic assistance which is required by the commercial public far more than information, and the Bureau might well be the channel through which this could in cases of need be obtained from Government. To take one instance as an example. In several districts in Southern India of late years Coffee estates have been ravaged by "green bug."

The only effectual remedy for this is said to be the introduction of a species of ladybirds which destroy the bug, and private Firms have endeavoured to do this. But great difficulties have been experienced and the assistance of a Government Department would have been most useful in overcoming these. Then again, the tanning industry of Madras, which is one of the biggest and most valuable of local industries, has lately experienced a decided shock and set-back owing to the introduction of the quicker and cheaper chrome process of tanning in the United States to which country large quantities of Madras-tanned leather were formerly consigned. Now the demand for America is mostly in untanned skins and hides. A timely warning and thorough explanation of the new American process, supplied by a Bureau of Commercial Intelligence, might have done much good and saved many losses.

Indeed, the Chamber considers that a strong Commercial Bureau might do much good in cases where certain articles of export are in jeopardy from disease or other causes. For instance, had there been such a Department in existence it is possible that a close investigation would have been taken in hand at a much earlier date in connection with the disease of the sugar canes in the Godaveri and Vizagapatam Districts. Similarly, the indigo trade is now in a critical state, and although indigo manufacturers in Bengal have taken up the question and are endeavouring to improve their processes of manufacture, the large body of producers in this part of India are far too poor and ignorant to grapple with such problems and might well be assisted by Government investigation and advice. Again, the recently established office of Director-General of Agriculture has taken up the subject of improving the growths of cotton and this is another matter towards which the energies of the proposed Director of Commercial Intelligence might well be directed.

With regard to point (2) the Chamber considers that the publication of a *Journal*, on the lines of the Board of Trade Journal at Home, will be a useful and convenient channel for communicating information of a special and general character, and may possibly be the most convenient medium for circulating the crop reports and some of the other shorter returns now issued by the Director-General of Statistics.

As regards the proposed Library, the Chamber is ready to acknowledge that it may prove a convenience, but obviously it is a convenience which will appeal most to business men in Calcutta in whose *milieu* it will be located.

As regards the proposed Enquiry Office, the Chamber would welcome the facilities which it would offer to merchants and traders for obtaining information by means of State aid on matters of importance to them. But in this connection the Chamber would point out that merchants are likely to be chary even of asking useful questions if their enquiries, and the replies to them, are forthwith to be public property. Possibly this objection might be met by an arrangement that, except with the consent of the enquirers, such special enquiries should not be published at all and that the Bureau's reports resulting therefrom should be considered as confidential and for the private benefit of those instituting enquiries for some reasonable time. This reservation might, again, be subject to certain fees to be paid periodically so long as the privacy desired is reserved, in the same way as patent rights are maintained. The fee to be charged would necessarily vary with the importance of the report in question and could not be settled beforehand; but it could be notified to the addressee when sending him the report, he being then given a reasonable time in which to declare or refuse to exercise his private reservation of rights at the price named. Such price should, of course, not be prohibitively high. In the event of specific identical enquiries being received from more than one quarters all, the enquirers might then be entitled to the same report in reply.

The Chamber, in a word, considers that there should be no official obligation to place at the disposal of the general public information acquired in consequence of special requests. Merchants and traders are usually, and very properly, desirous of keeping for their own use such information and knowledge as their own experience and skill teach them may be useful. Moreover, the proposed Bureau would, the Chamber believes, find it difficult, if not impossible, to obtain complete and reliable information, if its informants knew that the information would be published *urbi et orbi*.

As regards point (3) the Chamber hardly feels it necessary to point out that the person selected for the post of Director-General of Commercial Intelligence must be a person of experience and of proved

business capacity, who will be discreet and tactful in his dealings with the commercial public, and who will have the energy to tour frequently throughout India for the purpose of collecting and imparting information. The Chamber will not go so far as to say that it would be impossible to find a person with these qualifications in the ranks of the Civil Service or of the Finance Department; but it is so very essential to the success of the Bureau that its head should possess these qualifications in the fullest possible degree, that the Chamber trusts that the selection will be made from a wider field if no such person can be found amongst officials. In any case, the Chamber thinks that it would be advisable to recruit one of the two new Officers—either the Director-General or the Director of the Commercial Branch—from amongst men who have been actually trained in mercantile business.

In conclusion, the Chamber ventures to take this opportunity of remarking that if Government is desirous of encouraging Indian trade and industry it has it in its power to do so to a very great extent already (even without any Bureau such as is contemplated) by showing a practical interest in the removal of difficulties which traders have brought to notice as the result of existing Government Regulations. Hitherto such representations have frequently met with such apparent indifference and delay that commercial men are inclined to consider it waste of time to make them, and the Chamber is not hopeful of results from the proposed Bureau so long as this is the spirit on which it will be ultimately dependent. As an example of this official apathy, which the Chamber so mistrusts, it would refer to the Chamber's correspondent about salt export and manufacture. This correspondence has been going on with the Board of Revenue, the Madras Government and the Government of India for nearly 5 years, without so far eliciting any more satisfactory reply than that "the matter is under the consideration of Government." While this is the treatment accorded to a Chamber of Commerce, it is obvious that private firms and individuals have even less grounds for hope from official assistance and can scarcely be expected to co-operate with Government in the way necessary to make the proposed Bureau a real and practical success.—I have, &c.,

A. J. YORKE, Chairman.

UPPER INDIA CHAMBER OF COMMERCE,

CAWNPORE, 20th August 1902.

The SECRETARY to the GOVERNMENT of INDIA,

FINANCE AND COMMERCE DEPARTMENT, SIMLA.

SIR,—I am now directed to reply to your letter No. 2474-S.R., dated 20th May last, dealing with a scheme which the Government of India have under consideration for the institution of a Bureau of Commercial Intelligence.

I note that before making any recommendations to the Secretary of State on the subject, His Excellency the Governor-General desires to ascertain the views of the commercial public with regard to the project in its general aspects, and suggestions are specially sought with regard to the nature of the information which would be most useful for the proposed Intelligence Department to place at the disposal of the public the medium by which this would be most conveniently made accessible and the qualifications which the officer at the head of the department should possess.

I am desired, in the first place, to express the sense of gratification which my Committee feel at being consulted upon such an important subject as that covered by the present proposals. In these my Committee recognise an indication of a desire on the part of Government to give more practical encouragement to business enterprise, which they welcome, and it is felt that the proposed Intelligence Department, by bringing about a more intimate union between the State and trade, may prove a most valuable stimulus to industrial progress.

How important is the influence which a sympathetic commercial policy can exercise upon the trade of a country is evidenced, it is thought, in the wonderful development which has marked the commercial history of the United States, Germany and Japan during the last two decades.

I am to assure you that the scheme has received the most careful consideration at the hands of my Committee, and in its general aspects meets with their unequivocal approval.

They have no suggestions to offer in amendment of the outlines of the scheme as set forth in paras. 3, 4, and 5 of your letter under reply, which, they consider, indicate as completely as is possible at this stage of the question, the directions in which the labours of the

department could most usefully be employed; further developments may, they think, fitly remain to be suggested by the results of practical working.

Although not directly associated with the present proposals, I am directed to take this opportunity of recommending, for the consideration of the Government of India, the propriety of periodical congresses, say biennially, being held under the auspices of the Intelligence Department, at which representatives of the Chambers of Commerce and other commercial bodies in the country would be invited to confer upon questions affecting commercial interests. The success which attended the Railway Conference held at Simla in 1901, would seem to encourage a more general application of the principle of congresses, and the proposed Intelligence Department might be conveniently utilised in this connection.

With regard to the qualifications suitable to the supreme officer in the Intelligence Department, my Committee think the question of selection can be safely left to the discretion of the Government of India, as they feel confident from the views which find expression in the concluding lines of your letter, that His Excellency the Governor-General fully recognises the attainments which the incumbent of such an office should possess.—I have, &c.,

A. B. SHAKESPEAR, Assistant Secretary,

Chamber of Commerce.

APPENDIX GG.

UNITED EMPIRE TRADE LEAGUE.

ADDRESS BY SIR HOWARD VINCENT.

On 22nd January 1903, Sir Howard Vincent, M.P. for Central Sheffield, delivered an address in the rooms of the Bombay Chamber of Commerce before the members of that body and a representative gathering of business men of the City, on the subject of "The Empire, its Trade and Development within the Empire." Sir Howard has been in Bombay for several days, having returned from Delhi by way of Karachi. He delivered the address in response to an unanimous request made by the Committee of the Chamber of Commerce. The Hon'ble Mr. J. M. Dick, of Messrs. W. and A. Graham & Co. (the President of the Chamber of Commerce), occupied the chair and there were also present: Mr. H. Courtenay Wright (Messrs. Wallace & Co.), Mr. A. M. Monteath (Messrs. Mackinnon, Mackenzie & Co.), Mr. A. Abercrombie (Messrs. Latham, Abercrombie & Co.), Mr. W. W. Petrie (Messrs. Ralli Bros.), Mr. F. T Rickards (Deputy Agent, G. I. P. Ry.), Mr. Frank Ritchie (Superintendent, P. & O. Co.), Sir George Mackenzie (B. I. S. N. Co.), Mr. C. B. Lynch (Messrs. Craigie, Lynch & Owen), Mr. C. H. Armstrong (Messrs. Lyon & Co.), Mr. J. Beghie (Secretary and Treasurer, Bank of Bombay), Mr. F. A. Reddie (Messrs. Killick, Nixon & Co.), Mr. Sassoon J. David (Messrs. S. J. David & Co.), Mr. John Stiven (Agent, Chartered Bank of India), Mr. R. W. L. Dunlop (Messrs. Crawford, Brown & Co.), Mr. A. Leslie (Messrs. Greaves, Cotton & Co.), Mr. R. Ditchburn (Messrs. Shepherd & Co.), Mr. F. C. Macrae (Messrs. Ritchie, Steuart & Co.), Mr. W. E. Crum, Mr. Nigel F. Paton and Mr. H. E. Harrington (Messrs. W. & A. Graham & Co.), Mr. W. Moir (Commercial Bank), Mr. Y. Matsuo (Yokohama Specie Bank), Mr. Jehangir B. Petit (Messrs. J. B. Petit & Co), Sir Jamsetjee Jejeebhoy, Bart.; Mr. Bomanjee Dinshaw Petit, Sir Dinshaw M. Petit, Bart., Mr. Milward-Bason (Messrs. Samuel Fitz & Co.), Mr. James MacDonald, Mr. C. F. Meyer (Standard Oil Company, New York, and Vice-Consul, U.S.A.), Mr. H. Stanley Reed ("Times of India"), Mr. W. F. Haffkine, C.I.E. (Director in Chief, Plague

Research Laboratory), Lieutenant-Colonel C. M. Porter, R.E. (Mint Master, Bombay), the Hon'ble Mr. John Tate, M.I.C.E. (Secretary to Government, P.W.D.), the Hon'ble Sir Bhalchandra Krishna, Dr. Mackichan (Vice-Chancellor, Bombay University), the Hon'ble Mr. W. C. Hughes, C.I.E. (Chairman, Port Trust), Lieutenant-Colonel J. Crimmin, I.M.S. (Health Officer of the Port), Lieutenant-Colonel H. P. Dimmock, I.M.S.; Mr. W. T. Morrison, I.C.S. (Secretary to Government), Captain G. H. Hewitt, R.N., Mr. J. Sanders Slater (Chief Presidency Magistrate), Mr. E. L. Cappel, I.C.S. (Acting Commissioner of Customs), Mr. Mulji B. Barbhaya (President, Municipal Corporation), Mr. D. E. Wacha, Mr. C. Crommelin (General Traffic Manager, B. B. & C. I. Railway), Captain T. Jackson, I.M.S., Captain Christian, R.N., Captain Parfitt (P. & O. S. N. Co.), Mr. L. N. Banajee (Prothonotary, High Court), Mr. W. F. Hamilton (Messrs. C. H. B. Forbes & Co.), Mr. J. Humphrey (Messrs. Latham & Co.), Rao Bahadur Dhakjee Cassinathjee, J.P., Mr. James Adams (Under-Secretary, P.W.D.), Mr. Fazulbhoy Currimbhoy, J.P., Mr. F. A. Prevost (Standard Life Assurance), Mr. Paterson-Brown (Oriental Life Insurance Co.), Mr. P. de Bure (Messageries Maritimes), Khan Bahadur M. C. Murzban, C.I.E. (Executive Engineer, Bombay Municipality), Mr. G. A. Anderson (Consulting Engineer, P.W.D.), Mr. J. H. Davey (Eastern Telegraph Co., Ld.), Major W. B. Bannerman, I.M.S. (Superintendent, Plague Research Laboratory), Ven'ble Archdeacon W. E. Scott, Mr. S. Rebsch (Chairman, Improvement Trust), Mr. W. C. Anderson (Chief Auditor, G.I P. Railway), Mr. John Wallace, C.E., and Mr. S. M. Ratnagar ("Indian Textile Journal"), Mr. F. F. Gordon and Mr. R. D. Hughes ("Advocate of India"), Mr. H. C. Kirkpatrick. Rev. Father Wallrath, S.J., Rev. R. MacOmish and Rev. R. Scott (Wilson College), Major C. R. Hoskyn, R.E. (Chief Auditor, B. B. & C. I. Ry) Mr E. H. Aitken (Chief Account Officer, Customs), Mr. H. C. Coorlavala (Collector of Income Tax), Mr. Tulsidas Tribhowandas, Mr. N. F. Moos (Director, Government Observatory), Mr. Mirza Abbas Ali Baig, I.C.S. (Oriental Translator to Government), Mr. A. M. Tod (New Zealand Insurance Co.), Mr. H. F. Wagstaff (South British Fire and Marine Insurance Co. of New Zealand), Messrs. D. A. Purdie, J. W. Rice, and J. P. Watson, Captain J. B. Macfadyen, Messrs. E. L. Barton, Alex. Mackenzie, Frank Anderson, A. G. Christiansen, Jamsetjee A. Wadia, and Rustom B. Jejeebhoy, Rao Bahadur Elappa Bal-

aram, Mr. Walter Proctor (Master, Bombay Trade Association), Mr. J. D. McBain (Sun Life Assurance Co. of Canada), Mr. David Gostling (Messrs. Gostling and Morris), Mr. G. R. Johnstone (Messrs. Grindlay, Groom & Co.), Representative of Presidency Mills Company, Limited, Mr. S. D. Khote, Mr. Khurseeji Nusserwanji Wadia, Mr. S. B. Power, Mr. D. M. Inglis (Messrs. Finlay, Muir & Co.), Mr. P. L. Wright (Messrs. George Service & Co.), Mr. R. M. D. Wadia ; Mr. Gahagan (Messrs. George Gahagan & Co.), Mr. T. Kusumato (Nippon Yusen Kaisha), Mr. M. H. MacIntyre (International Banking Corporation), Representatives of Jivraj Baloo Spinning & Weaving Company and Naranji Mills, Messrs. Currimbhoy Ebrahim & Co., Mr. S. C. Powell (Messrs. John Dickinson & Co.), Mr. Purshotamdas Takurdas, Mr. Callia jee Amerdas (Messrs. Chugondas & Co.), Representatives of the Grain Merchants' Association, Mr. Narottum Morarjee Goculdas, the Principal of the Accountancy Institution, Ripon Manufacturing Company, Mr. B. F. Patell (Principal, Elphinstone High School), Representative of Messrs. Readymoney Jeejeebhoy & Co., Editor, "Bombay, Samachar," Mr. Nariman Pohwalla, Mr. H. D. Bamji, Mr. F. D. Kanga, Messrs. Vithaldas Thackersey, E. Comber, (Messrs. Lyon & Co.), H. S. Symons, G. Lund, the Hon'ble Mr. S. M. Moses, Colonel Olivier, R. E., Mr. C. Vernon, Khan Bahadur D. R. Chichgar, Messrs. J. Fairclough, D. Morris, W. M. Ball, S. Hampson, Mr. Dhunjishaw H. J. Rustomji and Mr. B. H. J. Rustomji (Messrs. H. J. Rustomji & Co.), Mr. Frederick Noel-Paton, Secretary, Chamber of Commerce, Mr. C. J. Michael, Assistant Secretary, and many others.

THE SPEAKER INTRODUCED.

The Chairman, in introducing Sir Howard to the assembly, said that he (Sir Howard) had offered to address the Chamber, and the Committee were of opinion that the opportunity ought not to be lost of listening to such an able speaker on such an important subject, and he felt sure that the representative gathering testified to the wisdom of the Chamber in calling the meeting. Sir Howard Vincent was by no means a stranger to them. Some of those present might possibly remember him when he was in India eighteen years ago—they all knew him as an active and energetic member of Parliament, but probably he was best known to them for his writings upon the particular subject upon which he would address them that afternoon. The subject was a very large one, and Sir

Howard would doubtless find among them a good many who would be unable to agree with him. But at any rate, they would all, he was certain, be exceedingly pleased and interested to hear anything Sir Howard might have to say. (Applause.)

SIR HOWARD VINCENT'S SPEECH.

Sir Howard Vincent, M.P., who was cordially received, said :—My first duty, Mr. Chairman and gentlemen, is to thank you for the courtesy of your invitation to address you this afternoon upon the trade of the British Empire and its development within the Empire. It is, however, needless to say anything even if one could direct the attention to the subject of the members of the Chamber of Commerce of Bombay. This great city of Bombay, with its three-quarter of a million inhabitants, with fleets of merchantmen flying the British flag moored in its vast harbour, which attracted the attention of Cromwell, is assuredly the brightest jewel remaining to us in the diadem of Charles II, if not indeed in that of the whole House of Stuart. Of little avail, however, would it have been for the Britsh Crown to have received in 1661, this gift from these intrepid explorers of past centuries, the Portuguese, to whom the English of to-day owe so much, had it not been for the far-reaching intelligence and the dogged perseverences of the merchants of Bombay. To them more than to any others do the British owe the Imperial Sovereignty of the Empire of India. The more one sees of India now for the first time in its long history and United Empire, with its 1,800,000 square miles of territory and its three hundred million inhabitants, the more one studies the work of the British Government, for its princes and its people, the more wonderful does it appear, and the greater its boundless possibilities for the future. After making a short reference to Chambers of Commerce existing in France and Germany, he went on to say :—In Great Britain unfortunately the Chamber of Commerce is too often but a poorly supported voluntary club, dining together annually, but leaving its work to a handful of public-spirited men, with leisure upon their hands. Here in Bombay, as in Bengal, one finds a state of affairs more nearly approaching the continental system of strong Chambers meeting as this one does, to which the majority of those who are anybody in commerce or shipping belong, recognised by the Government, nominating a member to the Council of the Governor-General and of the Presidency Governors, and receiving also like Sir

Montague Turner, the Chairman of the Chamber of Calcutta, deserved recognitions of honour from the Sovereign.

INFLUENCE OF THE BOMBAY CHAMBER.

Under circumstances such as these the influence of the Bombay Chamber, great in India, may make itself felt even beyond India. The detailed tables appended to your reports are interesting. But if you will allow me to say so they leave in my eyes one very glaring defect. They (and, indeed, Indian statistics generally) make no distinctions between British trade and foreign trade. They define all oversea trade as foreign trade. Indeed the word foreign is used quite indiscriminately, whether British or Foreign. Now imports from, or exports to, Great Britain, or any part of the British Empire form, it is true, oversea trade, but it is in no sense foreign trade or trade with foreigners. The question arises, are we justified in maintaining an isolated system which deprives us of all power of commercial negotiation, which enables foreigners to undersell us in our own markets and makes Great Britain the dumping ground for surplus products of the whole world. At five general elections my constituent of Sheffield, all, or nearly all, working men, having to earn their daily wages to obtain daily bread, have answered in the negative, and little by little their opinions are gaining ground among the whole electorate of Great Britain. The work of the United Empire Trade League which I represent to you, has during the past twelve years been quiet and unobtrusive. It has not sought by noisy declamation to force the hands of the Government in order to attain its aims, but none the less is it nearing its goal and scoring at least subsidiary upon subsidiary. A large part of the extra taxation rendered necessary by the South African War, and the days in which we live has been raised indirectly from the foreigner, £8,000,000 on sugar, £2,000,000 on coal, and £3,000,000 on the import of foreign wheat meal and flour, and now following the example of the Government of India we have also countervailing duties or foreign bounties. Now do you contend that this is a matter entirely within the province of the electorate at h me and not one in which you as representative of the City of Bombay are directly interested or concerned? I submit that this is not so.

FUTURE COURSE OF BRITISH TRADE.

The future course of British Trade lies as much or more in our hands than in those of people in England. By your action and that

of Bengal and other parts of India they will largely be guided. The Imperial Conference meeting last year, attended by the Premiers of all the self-governing colonies, heard with satisfaction this declaration of the Rt. Hon. Joseph Chamberlain, Secretary of State for the Colonies: "If we choose, that is to say, if those whom we represent choose, the Empire might be self-sustaining. It is so wide, its products are so various, its climates so different that there is absolutely nothing which is necessary to our existence, hardly anything which is desirable as a luxury, which cannot be produced within the borders of the Empire itself. And the second salient fact is that the Empire at the present time, and especially the United Kingdom which is the great market of the world, derives the greatest part of its necessaries from foreign countries, and that it exports the largest part of its available produce also to foreign countries. This trade might be the trade, the inter-Imperial trade, of the Empire. It is at the present time a trade largely between the Empire and foreign countries." I confess that to my mind this is not a satisfactory state of things, and everything which can possibly tend to increase the interchange of products between the different parts of the Empire is deserving of our cordial encouragement. You can well understand what was the answer of the Colonies. They unanimously resolved: (1) that the principle of the preferential trade between the United Kingdom and His Majesty's dominions beyond the seas would stimulate and facilitate mutual commercial intercourse and would by promoting the development of the resources and industries of the several parts, strengthen the Empire; (2) that with a view to promoting the increase of trade within the Empire, it is desirable that those colonies and dependencies which have not already adopted such a policy should, as far as their circumstances permit, give substantial preferential treatment to the products and manufactures of the United Kingdom by (*a*) further reducing the duties in favour of the United Kingdom, (*b*) by raising the duties against foreign imports, and (*c*) by imposing duties on certain foreign imports now on the free list.

COURSE OF TRADE IN BRITISH INDIA.

The question I am anxious to put to you is this: Are you as the heirs and successors of the founders of British trade in India, with all the influence at your command, with the prestige of a Chamber founded 80 years ago, willing to bear your part in this great Imperial work, for the unity of the Empire and, as Mr. Chamberlain put it,

"for the existence of the Empire as such?" Let me briefly direct your attention to the course of trade in British India as shown by the admirable statistical abstract from 1890 to 1900-01 presented last session to both Houses of Parliament by command of His Majesty. But again in these tables no distinction is made between British trade and foreign trade. It is a serious blot. I have had myself to make the analysis. The imports of British merchandise from the United Kingdom and the British Empire in the year 1900-01 exceeded £ 45,000,000 out of a total import trade of £63 millions sterling. This sum gives at least £10,000,000 a year in wages to the British artisan and £10,000,000 to the British Mercantile Marine, which sends 3,000 British ships every year to the Ports of Hindustan. And speaking of British shipping let me take advantage of the opportunity of congratulating the Hon. Mr. J. M. Dick of Messrs. W. and A. Graham and Co., not only on being President of this Chamber, but also upon the honour recently conferred upon him of nomination to the Council of H. E. the Governor. The whole shipping community is also to be congratulated upon the report just issued by the Select Committee of the House of Commons on Shipping Subsidies, granted by foreign nations, and the recommendation that this unfair competition should be met by a like support to British vessels on the East Coast of Africa, and a restriction of coast trade privileges to the flags who grant it to the Union Jack on their coasts. Let us turn to the exports. The exports from India to the United Kingdom and the British Empire exceed £26,000,000 a year out of a total of £70 millions. This sum gives at least £100,000,000 annually to the Indian producers. It may be contended that this position is so satisfactory, so entirely justifies the hopes and anticipations of the earliest merchant settlers in Bombay, and of the Directors of the old East India Company, that it would be difficult to improve upon it, and especially when we see that Germany, France, Austria, and Russia buy some £12,000,000 worth of Indian products for the £8,000,000 worth of goods which they send to India, and that the United States with all their protectionist prohibitions are compelled to take £5,000,000 worth of Indian goods in exchange for £1,000,000 worth of American goods. It is, however, quite impossible for anybody to go through the bazaars of India and note the large and increasing quantities of inferior foreign goods, many falsely marked with British names, despite the provisions of the Merchandise Marks Act,

without a strong suspicion that these returns are not a little misleading, and that many foreign goods coming in British ships, or in transit through Great Britain, are returned as British, and not as foreign goods.

FOREIGNERS IN INDIA.

Nor can one fail to observe the increasing number of foreign firms and foreign travellers doing business in India. The foreigner, save and except Queen Catharine of Braganza, has done nothing to promote British Sovereignty in India, is doing nothing to maintain it, and I submit that while we are all glad to see and to meet foreigners under our flag, it is only right that they should be required to contribute something more than British subjects, for the privilege of selling their goods and growing rich, in markets we have purchased, for ourselves at so great a sacrifice of blood and treasure, and maintain under the justice of British laws and under the protection of the British Dominion. (Applause.) This, then, is the preference for British trade and British traders over the foreigner, which on behalf of my constituents and of the United Empire Trade League, I commend to your consideration. It is a benefit which should be mutual. True, the Indian tax-payer derives security on the high seas for his commerce from the British fleet and throughout this world by the British power, without material contribution thereto. But while I strongly favour taxing those who tax us, and requiring the foreigner to pay for the use of the British markets, and the markets of India and the Empire in proportion as he makes us pay for use of his markets, I have, with my friends, continually urged either a reduction in or the removal of any duty upon goods, produced within the British Empire and especially upon goods which we ourselves, in the mother country, cannot, by the nature of the climate, produce. Therefore, especially should the duty of between 50 and 80 per cent. 'ad valorem' upon the £8 millions worth of Indian tea so increasingly essential as a necessary of life for our people be reduced or removed, and placed upon foreign goods. The way to bring this about is by placing the British manufacturer and the British artisan in a more favoured fiscal position in the Indian markets than the foreigner. The people at home are not ungrateful. They appreciate and admire the marvellous work done by Englishmen in India and will quickly recognise concessions to their advantage. The Chambers of Commerce of Bombay and Calcutta can easily, if they

choose, initiate such a movement. From the whole career of Lord Curzon it is safe to say that any effort in this direction will meet with more than verbal Viceregal sympathy. Here are the Viceroy's own words: "It has been the constant duty of the Government of India to balance the Imperial and the Indian aspects of our obligations. If we have," and I myself interpolate the words 'if we can,' "be helpful to the Empire without detriment to the true interests of the country, then I am sure there is no one who will not be willing to endorse, and to share our responsibility."

SYSTEM OF SUGAR BOUNTIES.

Indeed a great commercial service was rendered by the Government of India three years ago by the policy of combating by countervailing duties the inequitable system of sugar bounties. Not only has this policy brought to the revenues of India not much short of a crore of rupees levied from the foreigner—37½ lakhs last year and 24 lakhs this, says the able Financial Secretary, Sir Edward Law, who is always so ready to listen to the views of the Commercial Community. Lord Curzon is quite right when he says that this policy has not been without its effect upon public opinion elsewhere, and played its part in contributing to the practical abolition of these bounties after a quarter of a century of fruitless diplomatic negotiation. The ruined West Indies in the Carribean Sea owe a great debt of gratitude to the East Indies for the only practical help afforded them in their distress. The recent action also as to the Burmese oil wells shows, too, how determined the Viceroy is not to suffer British natural products and British trade to be placed, if he can help it, under the heel of the foreigner. Lord Curzon will pass soon from the chair of Warren Hastings and other great administrators, but unlike them he will move to even higher offices in the Imperial Government. And as here he has shown rare genius, so in the future he will still have opportunity of exercising all his experience and even of his love for the beautiful art of India, which, as evidenced in his Delhi Exhibition speech, has to give place to the practical and comfortable consignments of Sheffield, London, Birmingham and other sunless spots to the land of the sun. (Applause.) I would urge you further to the course I have indicated upon this ground, that it is impossible not to foresee a very early change in the commercial relations between Great Britain and India, and notably in a considerable replacement of British manufacture of

textiles forming the major portion of the Imperial trade from Great Britain—£22,000,000 in 1900 out of £37½ millions—by the production of Indian mills. The return of wages from Cawnpore and other manufacturing centres show that with a wage to artificers per mensem, only about half that of the Lancashire factory hand per week, with longer hours of labour, with no restrictions of output by the action of trades union and strikes, with great sobriety and capacity for rapid learning, with coal fields in India already producing seven million tons a year and fresh deposits in Bikanir, under the enlightened Maharajah of that State and elsewhere being brought into working, this competition must increase every year and to British detriment. The working men in Lancashire and the woollen and worsted districts of Yorkshire do not understand this yet as you understand it here. They have not seen, as I did this morning at Parel, fifty cotton mill chimney stacks in full smoke. My own constituents are closely concerned also. Upon the occasion of the last Financial Statement this ominous phrase was used by the Viceroy :—" Sir Edward Law and I are very anxious to see a large development of steel and iron-making industries in this country. India with its great resources ought to be far more self-supporting than she is. One day she will be a great industrial and manufacturing country." This Lord Curzon strongly endorsed the day before yesterday. " India," he said, " will become much more of a self-providing country than she now is, manufacturing out of her own materials and with her own workmen a great deal she now imports." Read this by the side of the account of the distress at Oldham in Lancashire recorded in to-day's " Times of India" and draw the obvious conclusion. Therefore I would invite you by timely measures to do what you can betimes, and it is to lighten the blow which is bound to fall and by giving compensation in one direction to British trade to avert loss in another. Do not be afraid of trespassing out of your province. The writing on the wall is clear. There is a great change coming over the minds of the people of England. There is not the slightest indication of any tariff reduction in any part of the world, for the experience of every nation is that of the progress enjoyed by America under protection. Of course, we have not stood still either under a directly opposite system, but our progress has been less in proportion. The Empire Trade is the trade which pays, which balances purchases by sales, and imports by exports. It is time then that we looked to ourselves

and our own interests, thought less about the foreigner, that we checked the enormous growth of foreign manufactured imports coming to our workshop gates, free of all duty, to put our own people out of employment.

CONSOLIDATION OF THE EMPIRE.

India, the greatest possession of the British people, can do much to help in the consolidation of the Empire on a commercial basis. What said yesterday the "Times of India": "Examination shows that all commercial unions reposing on community of material interests tended to the consummation of a political bond, while no political association has in fact endured except those that in due time manifested a capacity to evolve some sort of system of commercial union." And it concluded even amid protestations of so called Free Trade, to which you referred in your opening speech:—"There can be no doubt that the issue now pending between Free Trade and Protection is the leading economic question now before Great Britain." In the time at my disposal I have of course only been able to touch the fringe of the question; detailed examination I leave to you. In thanking you, Mr. President and the Bombay Chamber, generally for your great hospitality and courtesy, I would only ask you in considering this matter to bear in mind that we have never had Free Trade of free interchange save in name. Free markets have been met by protection and bounties by Foreign Governments more and more difficult to surmount. Remember, too, that the British Empire with its thirteen million square miles of territory, its varied climates and varied soils producing everything known to man or necessary for its 400 millions of people, is united not alone by sentiment, by loyality, and by blood, but by seas held far more securely now for Britain than in the days of Nelson. Remember too that science, steam and electricity have annihilated distance, have to a great extent conquered the elements, and have destroyed the natural protection of thousands of miles of freightage, promised by Cobden, to the deluded agriculturists of England sixty years ago. Ask yourselves, is it not better to trade with those who will trade with you, with your kith-and-kin, rather than with foreigners, who are eager to sell but who will not buy, who would shut you out from their markets. The weapon is ready to your hand. Add 2½ per cent. to your average tariff of 5 per cent. in respect of foreign goods and give British goods, as does Canada, as is going to do Australia and South Africa, an advantage, such as a preference of

one-third at the Bombay Customs House. I conclude then with the message of Mr. Chamberlain on his great mission in South Africa to each and all, to high and low. "Let Britains keep ever in their hearts that we want to unite the Empire. Much has been done, much remains to be done." Will you bear your part? I commend the subject to your earnest consideration. I shall always rejoice at its success.

DISCUSSION AND VOTE OF THANKS.

Mr. Abercrombie proposed a vote of thanks to Sir Howard for his address. He could not, he said, follow Sir Howard in all that he had told them that afternoon on the question of Free Trade; at any rate. He was of the opinion that it had given the subject the necessities of life at the lowest possible cost, and he did not think that any system of protection would do any better than that. The question was an immensely difficult one, and he felt he could not in any way answer the able speech they had just heard, although he was unable to agree with him.

Mr. C. H. Armstrong said:—I have listened with much interest to Sir Howard Vincent's very able address and I am sure we are all much obliged to him for the information he has given us; but I may as well confess at once that I have always been an ardent free trader, and although I admit that with the extension of the Empire the position has changed of late years, I have seen nothing as yet to cause me to alter my view. The question of a Custom's Union within the British Empire propounded here by Sir Howard Vincent is a difficult one; its effects would be far reaching and it behoves us all to study the matter very carefully, as the subject is one which is sure to be much discussed the next few years. I can well understand different views in accord to some extent with the interests of the individual, but I should be sorry to see England abandon her free-trade policy which has given her immense wealth and a vast trade. No doubt the competition of America and the Continent has seriously menaced our trade in recent years, but I am glad to see from articles and letters which are now constantly appearing in the British Press that our fellow countrymen at home are fully alive to the necessity of keeping their hold on foreign markets, and I cannot help but think that if England is allowed to import duty free all the produce she requires, be it raw or manufactured, she will retain her hold on the World's Markets. I was reading lately an article on the Report of the Select Committee appointed to enquire into the question of sub-

sidies to British Shipping and I am glad to think we are not likely to revert to the system of indiscriminate bounties followed by Continental Countries and not, so far as I can see, to their benefit.

One point the Committee seemed rather to favour was this, that we should restrict our coasting trade to the vessels of those countries which did not debar us from their coasting trade. Well, gentlemen, this idea seems attractive, but I cannot say I am in favour of it, for apart from other considerations if we once enter on the path of retaliation it is very difficult to know where we can stop. Now as regards our position in this country, let us take for a moment the case of the native who buys for his clothing Lancashire cloths of the particular quality he requires, made from American cotton. I was reading only the other night an article in a recent number of the "National Review" in which the writer, a well-known man, took Sir Robert Giffen seriously to task for his views on this question of a Custom's Union. At the end of his article Sir Robert had evidently said that within the Empire we were unable to produce at all the raw material we require, and amongst other things he instanced cotton. The writer of the article waxed indignant over this because, as he said, cotton was grown in India. Now, gentlemen, we in Bombay are well able to speak on this point. We know how little Indian Cotton is used in Lancashire, and we know the reason why. We know also that for climatic and other reasons we cannot supply Lancashire in quantity with the grade of cotton she requires. If England then under a Custom's Union was to tax American Cotton, the native in this country would pay the penalty, and this would not benefit our trade. I say, therefore, let us always be able to buy in the cheapest market, let us continue, as Mr. Holm, the able Secretary of the Manchester Chamber of Commerce, has expressed it, to be the dumping ground of the cheap surplus manufacture of protectionist countries, but at the same time without committing ourselves to the principle of a Custom's Union, let us do all we can to develop trade between the different parts of this great Empire.

The Ven. Archdeacon Scott, in supporting the resolution, said he was in a difficulty. Although not a commercial man himself, there were several things in Sir Howard Vincent's speech which greatly interested him. Sir Howard had said that £2,600,000 had been raised by the tax on wheat.

Sir Howard pointed out that it was the tax on sugar to which he had alluded.

The Ven. Archdeacon continued that it appeared to him that it was not a foreigner who would have to pay that tax, but the unfortunate man who had to buy the loaf of bread.

Mr. Dinsha Wacha also contributed to the discussion. He said that he thought Sir Howard had missed one point. He had not told them how the problem affected India. There were many anomalies in Indian industry and commerce, and although he also was an ardent free trader, he had to remind Sir Howard that they had in India what was really protection within protection, for India was differently situated to any other part of the Empire. Though he believed in free trade with the rest of the Empire, there were several points in regard to which he thought India would require a system of protection.

The vote was carried by acclamation, and, in tendering it to Sir Howard Vincent, the Chairman reminded the latter that he warned him before he commenced his speech that there would be some among them who would find it hard to agree with him. That proved to be the case, but they were none the less deeply interested in all he had to say. Leaving aside the question of protection, there was one matter which he would like to bring to the notice of Sir Howard. That was the question of cable messages to India. (Hear, hear.) He did not speak as a commercial man, but at the present time he did not ask for lower rates for commercial messages. That would come in time. But what they did want in India was cheaper press messages. They wanted to read in the newspapers in the morning what was being done in Canada, Australia, America and all over the world. They wanted their news hot, and they wanted it early. News which was a fortnight or three weeks old was no good to them. They had not the time to read. If Sir Howard could benefit them in that he would do them a real service. (Applause.)

Sir Howard Vincent replied to the vote of thanks, and in doing so explained some of the difficulties with which he had been faced. He said he could see there were many "ardent free traders" amongst them and he might say at once that he did not expect them as a body to pass a resolution eulogising his proposals, and asking the Viceroy of India to impose the five per cent. duty, which he thought was necessary. But they would doubtless discuss this matter in their homes, and probably in time his object would be attained. He then proceeded to answer the questions which had been asked to him, and the proceedings then terminated.

APPENDIX H.H.

CONTRACTS WITH THE EGYPTIAN GOVERNMENT.

BOMBAY CHAMBER OF COMMERCE, 27th September 1902.

The SECRETARY to GOVERNMENT, GENERAL DEPARTMENT, BOMBAY.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce, I have the honour to represent to Government the expediency of arranging with the Egyptian Government that the latter should send particulars of that Government's calls for tenders for various contracts to the Indian Chambers of Commerce at time of issue.

From time to time the Egyptian Government in various Departments calls for tenders for the supply of goods that could be furnished by India. For instance, the administration of the Egyptian State Railway frequently calls for tenders for sleepers and other timber. But at present the Notification of such tenders reaches Bombay only through publications issued by the Board of Trade, etc., in London, and these are received too late to admit of quotation by Indian merchants.

My Committee believe that some such arrangement as they now have the honour to propose will at once commend itself to Government, and they accordingly beg that H. E. the Governor in Council may be pleased to grant it his support.

FREDERICK NOEL-PATON, Secretary.

No. 5425 OF 1902.

GENERAL DEPARTMENT.

BOMBAY CASTLE, 2nd October 1902.

To The SECRETARY, CHAMBER OF COMMERCE, BOMBAY.

SIR,—I am directed to acknowledge the receipt of your letter, dated the 27th September 1902, representing the expediency of arranging

with the Egyptian Government that the latter should send particulars of that Government's calls for tenders for various contracts to the Indian Chambers of Commerce at time of issue and to state that it will be laid before Government.—I have, &c.

A. R. KING, for Secretary to Government.

No. 6426 of 1902.

GENERAL DEPARTMENT.

BOMBAY CASTLE, 20th November 1902.

To The SECRETARY, CHAMBER OF COMMERCE, BOMBAY.

SIR,—In continuation of my letter No. 5425, dated the 2nd October 1902, I am directed to inform you that the Government of India, to whom your letter of the 27th September 1902 was forwarded, have commended your proposal to His Majesty's Secretary of State for India.—I have, &c.

A. M. T. JACKSON, Secretary to Government.

APPENDIX II.

CONGRESS OF CHAMBER OF COMMERCE, LONDON.

10, EASTCHEAP, LONDON, E.C., 20th December 1901.

CONGRESS ORGANISING COMMITTEE.

DEAR SIR,—Referring to my circular letter to you of 28th September 1900, in which I informed you that the above Committee had been appointed a permanent Committee for the purpose, not only of dealing with matters brought before the Congress, but also all questions of interest to or affecting the various parts of the Empire, I beg to inform you that the Committee at their last meeting considered seriatim the matters brought before the Congress, with a view to deciding whether it would be possible to take further action on any of these subjects.

On many of these matters the Committee deemed it inadvisable to proceed further at present, though their progress will be carefully watched with a view to future action when an opportune moment arrives.

In regard to the codification of Commercial Law (a matter which the Committee considered to be of the utmost importance), it was decided in the first place to approach the Federal Government of Australia, with a view to securing its co-operation in bringing about the codification of the laws relating to Patents. In this connection I am informed that a Patent Bill has not only been introduced into the Federal Parliament, but has passed through one House. If the efforts of the Committee lead to success, the laws relating to other subjects will receive attention. Meantime I am informed that the process of registering a Patent in the Colonies is intricate, and the charges vary in different parts of the Empire; in fact, the methods of procedure are so varied, that a Patentee scarcely knows whether his Patent is secure or not.

Trade Marks.—The necessity for uniform legislation in regard to trade marks has made itself felt from time to time and is daily becoming more acute. The London Chamber for years has endeavoured to bring about a more satisfactory state of things as far as the law at home is concerned, and for this purpose has several times introduced a Bill (drafted by a Committee of the Chamber) into Parliament, but so far without success.

The Bill, however, will be re-introduced next Session, and meanwhile I have been instructed to approach the various Colonial Governments with a view to their considering whether the Bill or a measure on something of the same lines could not be introduced in their respective Parliaments, thus establishing a uniform Trade Marks Law for the whole of the Empire.

Commercial Education.—This matter was reported to be proceeding very satisfactorily, Local centres for the holding of Examinations under the Chamber's scheme having been formed at several places in the Colonies:—The Committee decided to approach the Colonial Governments with the object of securing their aid in the establishment of local centres and the distribution of literature on the subject.

Imperial Telegraphic Communication.—This is a matter on which, pending the report of the special Parliamentary Committee which has been sitting to investigate the subject, it was decided to take no action, but should the Parliamentary Committee be re-appointed, steps will be taken to send up further witnesses.

Tariffs.—The London Chamber has decided to convene a Congress of Chambers of Commerce and Industrial Associations in the Spring of 1902, to consider the proposed German Tariff, the U.S.A. Tariff and the Australian Commonwealth Tariff, and as these matters (as far as the German and American Tariffs are concerned) are closely allied to the question of Favoured Nation Treatment, a matter which was dealt with at the Congress, no doubt the various Chambers of Commerce throughout the Empire will await with interest the decisions arrived at by the proposed Conference.

My Committee trust that you will kindly bring this letter to the notice of your Chamber, and especially of the delegates who attended the Congress on its behalf, and I am specially desired to invite an expression of opinion from your Chamber as to what steps, if any, they think can be taken on any of the questions discussed at the Congress, whether mentioned herein or not. Further, should your Chamber be cognisant of any new topic which might be dealt with by the Committee to the advantage of Colonial or Home interests, I trust you will lose no time in bringing such matter to my notice.—I have, &c.

KENRIC B. MURRAY, Secretary.

APPENDIX JJ.

COMMERCIAL EDUCATION.

No. 8769 OF 1901-02.

POONA, OFFICE of the DIRECTOR OF PUBLIC INSTRUCTION,

13th February 1902.

To the SECRETARY to the CHAMBER OF COMMERCE, FORT, BOMBAY.

SIR,—I have the honour to request that you will bring to the notice of the Chamber of Commerce that the Government of India, in a recent communication to the Bombay Government, have pointed out that it is desirable to secure the help and co-operation of the Chamber of Commerce in connection with the examinations held by the London Chamber of Commerce in this country.

2. I may point out that during the years 1900 and 1901, examinations in subjects of the Junior and Senior schemes of the London Chamber of Commerce have been held by order of Government under the supervision of the Principal of the Elphinstone High School. The Principal, who is a Government officer, is responsible for the management of the Examinations, for the reception from London and safe custody of the papers, and for the transmission to the London Chamber of the answers of candidates. The Examination is thus one which may well deserve the confidence of the public and of heads of business firms.

3. The London Chamber of Commerce communicates the results of the Examination, and these are published by Government in the Government Gazette. But publications in the Gazette are speedily lost sight of, and I am to state that in London the Chamber of Commerce maintains a register of all those who pass the Examinations, and invites, and I believe secures, the co-operation of business firms who consult the register when they wish to employ clerks holding certificates of certain qualifications.

4. I have the honour to ask whether the Bombay Chamber of Commerce would agree to keep a similar register of the successful candidates at the Examination held by the London Chamber of

Commerce in Bombay. Such a register would show the name of each candidate and the subjects in which he had been examined and had obtained certificates. If the Chamber consents to keep such a register and to invite the business firms to select employés as required from that register, I am confident that a very great encouragement to commercial education would be given to the public generally, while firms and employers would have a guarantee that those whom they are employing have passed a test in a special subject or subjects, which is recognised by the London Commercial World.

5. If the Bombay Chamber of Commerce agree to meet the wishes of the Government of India and of this Government in this respect, I will instruct the Principal, Elphinstone High School, to submit a register of all those who have qualified in any subject or subjects since the Examination was instituted by Government in 1900. I may point out that the register will contain the names of those who have passed under both schemes, Junior and Senior, but it will be recognised that the Junior scheme is quite subordinate to the Senior scheme, and if the Chamber is of opinion that the names of those who pass under the Junior scheme only are not required, they will be omitted from the register.

6. The Examinations are held annually, at present in the month of May, and if the Chamber accepts these proposals the Principal, Elphinstone High School, will be directed to submit annually to the Chamber the names of those who have qualified at the Examinations. If, in addition to names and subjects, the Chamber would wish to have the age, caste and residence of candidates stated, this information will also be supplied as far as possible.—I have, &c.

E. GILES, Director of Public Instruction.

No. 9275 of 1901-02.

POONA, OFFICE of the DIRECTOR OF PUBLIC INSTRUCTION,
26th February 1902.

To the SECRETARY to the CHAMBER OF COMMERCE, FORT, BOMBAY.

SIR,—In continuation of my letter No. 8769 of the 13th instant, I have the honour to forward * for the information of the Chamber a copy of each of the Senior and Junior schemes and a prospectus of the

* Per Book Post.

London Chamber of Commerce Examinations and to request that you will be good enough to acknowledge receipt of the same.—I have, &c.

E. GILES, Director of Public Instruction.

BOMBAY CHAMBER OF COMMERCE, 27th February 1902.

The DIRECTOR OF PUBLIC INSTRUCTION, POONA.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce I have the honour to acknowledge the receipt of your letters Nos. 8769 and 9275, dated, respectively, the 13th and 26th February, conveying the desire of Government that the Chamber of Commerce should keep a Register of the candidates successful in the Examinations held by the London Chamber of Commerce in this country.

2. I am also to thank you for the copies of the Senior and Junior schemes, and to say that copies of the last examination papers for the two grades had already been obtained from the Principal of the Elphinstone High School in order that an estimate might be formed of the value of the tests.

3. These matters were considered by the Committee at the meeting held yesterday; and I am now instructed to say that directions have been given for the institution in this office of a register of the names of candidates successful in the Senior and in the Junior grades, respectively.

4. It is assumed that the lists of successful candidates will be communicated to this office from time to time; and I am to beg that you will be good enough to furnish me with information as to the form in which the Register should, in the opinion of your Department, be kept. It is believed that for purposes of identification it would be well to record the age and caste of candidates, but that an entry regarding residence would probably have small value after a short time.—I have, &c.

FREDERICK NOEL-PATON, Secretary.

No. 987 OF 1901-02.

BOMBAY, ELPHINSTONE HIGH SCHOOL, 7th March 1902.

From the PRINCIPAL, ELPHINSTONE HIGH SCHOOL, BOMBAY.

To the HON. MR. E. GILES, M.A., DIRECTOR OF PUBLIC INSTRUCTION, POONA.

SIR,—With reference to your Memo. No. 9460 of 3rd March 1902, forwarding a letter from the Secretary of the Bombay Chamber of Commerce, I have the honour to inform you that I am having two registers prepared of those who have gained certificates in the following form :—

Names.	Caste.	Age.	Subject and Date.	Institution.	Address.
1.					
2.					

2. It will not be possible to obtain full particulars as the age, address, etc., of those who gained certificates in 1900 and 1901, but I will fill these in so far as I am able.

3. In future these particulars will be carefully kept.

4. I will furnish the Secretary of the Bombay Chamber of Commerce with the necessary information.—I have, &c.

F. B. P. LORRY, Principal.

No. 9860 OF 1901-02.

POONA, OFFICE of the DIRECTOR OF PUBLIC INSTRUCTION,

15th March 1902.

MEMO.—Copy forwarded for information to the Secretary of the Chamber of Commerce, Bombay, with reference to his letter of the 27th ultimo.

E. GILES, Director of Public Instruction.

To the SECRETARY, CHAMBER OF COMMERCE, BOMBAY.

APPENDIX KK.

LEGISLATIVE CIVIL PROCEDURE CODE.

STATEMENT OF OBJECTS AND REASONS.

The expediency of revising and re-enacting the Code of Civil Procedure has, since 1893, been under the consideration of the Governor-General in Council. Almost twenty years have now elapsed since the Code was passed into law in its present form, and since then, besides being the subject of daily litigation and interpretation in the Courts, it has been expressly amended by as many as seventeen Acts of general, and seven of local, application. Proposals for its revision were called for from the different Local Governments and the High Courts in 1894, and as the result, a very large number of suggestions have for some time past been in the hands of the Government of India. A Bill has now been prepared and it has been decided, with the concurrence of His Majesty's Secretary of State, that the necessary legislation should be no longer delayed.

2. At the outset the object with which the Bill has been drafted has been the removal of the many doubts raised by the numerous reported cases and conflicting rulings of the High Courts and the incorporation of so much of the case-law as seems to commend itself for the approval of, and adoption by, the legislature. And in the second place an effort has been made to give effect to such of the recommendations received as appear, to make for the improvement of this very important branch of the adjective law of British India. The principal amendments thus put forward are in connection with—

(1) the issue and service of process;
(2) set-off;
(3) discovery and interrogatories;
(4) the recording of evidence;
(5) the delivery of judgment and the preparation of decrees;
(6) the execution of decrees, especially with reference to growing crops and the attachment of debts;
(7) proceedings in insolvency;
(8) partnerships;
(9) suits relating to public charities; and

(10) appeal and revision.

These amendments may be thus briefly explained.

(1) It is proposed at once to strengthen and to simplify the procedure for enforcing appearance, and at the same time to invest the Courts with discretion to refuse unnecessary or vexatious applications, for process, and to allow special remuneration, subject to rules, to expert witnesses for their attendance and assistance. It is intended to recognise service by registered post, and also, in local areas sufficently advanced to admit of the English practice, service through the parties or their solicitors.

(2) It is proposed to widen, on the lines followed in England, the at present very restricted procedure in regard to set-off. Any right or claim capable of being conveniently disposed of in the same suit will now be admitted, and in taking cognisance of such a right or claim a Court will be restricted to its ordinary jurisdiction only to the extent of the relief granted by it. A Court will also be able to proceed with a set-off notwithstanding the stay, discontinuance or dismissal of the suit. The same principle is proposed for adoption with regard to objections to appeals raised under Section 561.

(3) It is proposed to expand the admittedly inadequate provisions regarding discovery and interrogatories so as to give the Courts and the parties powers similar to those conferred by the Rules of the Supreme Court in England, while guarding, as far as possible, against inconvenience caused through the production of business books.

(4) It is proposed, in order to lighten the clerical labour of judges, considerably to extend the power of substituting a memorandum of the substance for a record *in extenso* of the evidence of witnesses. A Court will also be enabled, in the case of connected or similar suits, to take the evidence once for all, subject to the necessary safeguards as regards the rights of all the parties under the law relating to the examination of witnesses. A Court will further have power to admit or exclude evidence on objection taken without noting the objection, unless it considers it to be important.

(5) With a similar object, it is proposed to enable a judge to pronounce an oral judgment, causing a note to be taken at the time and a written judgment (for the correctness of which he will be responsible) to be prepared therefrom. The rules as to the contents of decrees have been remodelled in the light of executive orders hitherto rendered necessary by the insufficiency of the existing provisions, and the inclusion in decrees of findings on the issues will prevent parties from being, as they are at present, bound by findings against which they have no right of appeal. This change is of some importance inasmuch as it is also proposed to render it clear that the doctrine of *res-judicata* applies to findings on matters in active controversy between parties ranged on the same side. Considerable latitude will be given to the Courts in the matter of awarding interest subsequent to the institution of suits. In this connection the re-draft seeks to settle the keenly disputed question how far orders as to costs are appealable, and the definition of "decree" has been so amplified as to make it clear what are "decrees" and what are "orders."

(6) Very material alterations are proposed throughout the provisions of Chapter XIX of the Code relating to execution. Growing crops will no longer be treated as immoveable property, but will fall within the purview of the simpler remedies provided in the case of moveables. At the same time measure of protection will be extended to agriculturist judgment-debtors by providing for the exemption by the Local Government of a proportion of their crops from attachment. It is further proposed to give a discretion to the Courts to substitute orders as to allowances for maintenance for coercive process in the enforcement of decrees for the restitution of conjugal rights. Another important change suggested is in the direction of allowing decrees transferred for execution to be passed on from Court to Court direct as often as may be necessary. Questions relating to mesne profits will be excluded from the category of matters to be decided in the execution department, and a complete procedure for the hearing of applications for execution will be laid down,

The powers of the Courts and their officers to deal with persons and property in the case of the delivery of immoveable will be more clearly defined. By the introduction of the procedure modelled upon that of garnished and charging orders, a summary method for attaching debts will be provided; and, while the whole of the furlough and sick-leave allowances of public officers and servants of railway companies and local authorities will be added to the exemptions contained in Section 266 of the present Code, facilities will be given for following the attachable portion of their salaries wheresoever they may be serving. The section relating to the rateable distribution of assets has been completely re-cast, the most important changes being that a decree-holder attaching before judgment is to be entitled to rank without making any further application, that the previous transfer of a decree will not be a condition precedent to the admission of an application to participate in a rateable distribution and that every such application is to operate as an attachment in the event of the withdrawal of the original attachment. In the matter of the partition of revenue-paying estates, the cases in which the Revenue-authorities are to intervene to the exclusion of the Civil Courts will be defined. It is sought to remedy, in one measure, the present uncertainty of sales in execution of decrees by giving effect to decisions requiring the Courts to dismiss objections founded on irregularities of procedure which are not shown, by direct evidence, to have occasioned substantial injury. Attempts have been made throughout the Chapter to constrain all claimants to come forward in the execution proceedings, instead of re-opening them, as at present, by instituting separate suits.

(7) Chapter XX has been entirely re-cast so as to afford a general system of relief for insolvent debtors, whether or not there are decrees against them. On the other hand, creditors will be able to obtain declarations against debtors only on proof of acts of insolvency; and a revised scheme of procedure, adapted from the law in England, has been suggested with view to giving a similar finality

to gazetted notices and orders and to investing the Courts with powers necessary for dealing fully and fairly with the questions arising in such inquiries. The coercive processes will be greatly strengthened; but alternative remedies, now taken in disregard of insolvency proceedings, will be restricted, and the operative effect of the discharge, at present limited to scheduled debts, will be extended, with a few exceptions, to all liabilities provable under the Chapter.

(8) It is proposed to introduce the simplified procedure obtaining in England with regard to suits against firms and partnerships, but the local extent of this departure will be a matter for further consideration. Partnership property will at the same time be exempted from seizure in execution of a decree other than a decree against the partnership itself.

(9) It is proposed definitely to declare Chapter XL applicable to contentious suits relating to public charities and to enable the Courts to follow trust-property into the hands of third parties.

(10) It is proposed to distinguish between a final decree and a preliminary decree, such as a decree directing accounts to be taken, and to provide that a plea which has been, or might have been, taken, in appeal against a preliminary decree, shall not be admitted in appeal against the final decree. Further, all pleas not taken and pressed in the Court below will be barred in appeal. Provision will be made for the extension to District Courts of the High Court procedure under which an appeal need not be adjourned from day to day, but may remain pending until reached on the Cause List. A power of remand for trial by the lower Court, similar to that conferred by section 423 of the Code of Criminal Procedure, 1898, will meet cases in which there has been no proper trial in the first instance. The procedure for delivering and recording appellate judgments has been simplified, the most important point being that, where an Appellate Court concurs with the Court below, it need only say so. An attempt has been made to remove hardships incidental

to the existing practice under which a decree, though bodily affirmed by a High Court, cannot be amended on a matter of pure detail by the Court which passed it.

As regards second appeals, a pecuniary limit will be imposed in all cases. In the case of concurrent decrees, no appeal will be allowed unless the appellant gives security for costs and when, in so far as a decree is for the payment of money, for the decretal amount also. And the procedure prescribed by section 551 is to be made obligatory. In order to prevent unnecessary delay, it is proposed to allow a Court, on second appeal, to decide a question of fact which the Court below has omitted to decide and for the disposal of which materials on the record are sufficient. Finally, in order to guard against the proposed limitation of the right of second appeal being nullified by a freer resort to the power of revision, it is proposed to restrict the scope of section 622 of the Code.

3. The numbering of the existing sections has been left practically untouched, although in some cases separate sections have been combined and formed into sub-clauses of the same clause with a view to making room for the fresh provisions now suggested. Renumbering to a certain extent may eventually be attempted, but any change in this connection, unless very limited, is to be deprecated as inconvenient.

4. The details of the Bill are explained at length in the annexed *Notes on Clauses*.

T. RALEIGH.

The 12th December, 1901.

BOMBAY CHAMBER OF COMMERCE, 30th April 1902.

THE UNDER SECRETARY TO GOVERNMENT, JUDICIAL DEPARTMENT, BOMBAY.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce, I have the honour to acknowledge the receipt of your letter No. 929, dated 5th February 1902, accompanied by a copy of the Bill to Consolidate and Amend the Law relating to the Procedure of the Courts of Civil Judicature, with Statement of Objects and Reasons.

2. The said Bill has been carefully considered by a Special Committee with special regard to those Chapters and Sections that relate to the Procedure of the Courts in Bombay, and on the Report of that Special Committee I am now directed by the Committee to submit the following points for the consideration of Government:—

Section 37 (1) (*a*) provides that the recognised agents of parties by whom the various appearances, applications and acts may be made or done "include (*inter alia*) persons holding GENERAL powers of attorney from parties authorising them to make and do such appearances, applications and acts on behalf of such parties." This would bar the action of agents holding such special powers of attorney as are commonly held by agents on behalf of parties resident out of India for the conduct of a particular suit, and the Committee would suggest for this reason that the word "general" be omitted.

Section 261 (1) and (6) provides for the case where a decree "is for the execution of a conveyance, or for the endorsement of a negotiable instrument." The Committee consider it to be necessary that some provision be made for the compulsory transfer of stock and that the Government should be recommended to insert in Section 261 (1) after the words "negotiable instrument" the words "or for the transfer of stock" and in Section 261 (6) after the word "conveyance" the words "or transfer of stock." It has evidently been the intention of Government to give effect to this consideration under Section 302. In that Section the "endorsement" of "certificate of stock" is referred to in the term that such endorsement will transfer such stock, but the Committee direct attention to the fact that a transfer of stock—under which term shares are included [see Section 2 (1) (v)]—is not in practice effected by the holder's endorsing the certificate but by his executing a transfer, the endorsement of the share certificate being made by the Company at the time of Registration.

Section 295*A* (1) provides that the sale of a growing crop attached and "which from its nature admits of its being stored," "shall not be held until the crop has been cut or gathered and is ready for

storing." On the other hand Section 269*A* (4) leaves it in the discretion of the Court to suspend execution in "cases where an order for the attachment of a growing crop has been made at a considerable time before the crop is likely to be cut or gathered."

In the opinion of the Committee there is no good reason why Section 295*A* (1) should not likewise leave it in the discretion of the Court to delay execution till the crop is cut, gathered and/or ready for storing, instead of making such delay compulsory.

Section 336 (3) and (4) provides that a judgment-debtor may apply under Chapter XX of this Bill to be declared an insolvent, but Section 344 (3) of that Chapter expressly excludes from its purview the towns of Calcutta, Madras, Bombay or Rangoon. It is therefore necessary that in each of the Sub-Sections alluded to reference be made also to the Insolvency Act 11 and 12 Vict., Chapter XXI.

Section 342 (1) provides for the detention of a person in prison (*a*) for a period of six months "where the decree is for the payment of a sum of money not exceeding fifty rupees," while (*b*) if the sum exceeds fifty rupees the imprisonment shall be "for a period of six weeks." The Committee believe it to be evident that the word "weeks" should be inserted in Clause (*a*) instead of the word "months" and that in Clause (*b*) the word "months" should be inserted in lieu of "weeks."

In the same Sub-Section (1) (v) to the proviso, allusion is made to declaration of Insolvency under Chapter XX and here as in respect of Section 336 (3) and (4) the Committee recommend that reference be made also to a declaration of Insolvency under the Insolvency Act 11 and 12 Vict., Chapter XXI.

Section 391*A* confers upon a Court the power, not only to view any place connected with the trial of any part of a suit before it, or to hold the trial at such place, but also to "bring upon the record of the suit as evidence a memorandum of any facts observed by it at such place," and this without the right to call the judge as a witness or to cross-examine him in respect of such facts. The Committee having regard to the conditions and circumstances of

much of the litigation to which this Bill applies consider this provision to be extremely hazardous and undesirable, and would strongly urge that it be omitted. It is conceived that there is no reason why a Court should not have brought out in evidence, subject to cross-examination, any such "facts observed by it" as are here contemplated. In this connection the Committee desire to cite a recent case "London General Omnibus Company, Ld., *vs.* Lavell," L. R. (1901) 1 Ch. 135, in which the Court viewed a certain omnibus in respect of its resemblance to those of the appellant Company, and on the strength of such inspection gave a judgment which was upset and severely condemned on account of the absence of evidence.

Chapter XXIX, Sections 435, 436 and 436*A* all speak of "a corporation or a company authorised to sue and be sued in the name of an officer or a trustee." There appears to be considerable doubt as to whether a Joint-Stock Company is a corporation within the meaning of these Sections (*vide* O'Kinealy's Code of Civil Procedure, 5th Edition, p. 620); and companies authorised to sue and be sued in the name of an officer or trustee are extremely rare. On the other hand there seems to be no reason why companies not so authorised should be excluded. The Committee therefore recommend that for the words "authorised to sue and be sued in the name of an officer or of a trustee" the words "registered under the laws relating to Joint-Stock Companies in the United Kingdom or in any British Colony or in British India" be inserted.

Chapter XXX Section 437 relates to suits concerning "property vested in a trustee, executor or administrator." But in neither paragraph of Section 438 is the word "trustees" used. The Committee recommend that Government be asked to consider the expediency of inserting that word in each of the said paragraphs.

In Section 469*A* (2), fifth line, the word "or" after the word "by" has evidently been omitted by oversight.

In Section 469*A* (5) provision is made for service of summons upon, *inter alia*, "any person having, at the time of service, the control or management of the partnership business there." In

view of the peculiar and temporary nature of many native partnerships, which come into existence for a single transaction and terminate on its completion, it would, in the opinion of the Committee, be often impossible to say that any one was in charge of "the partnership business" seeing that at the time of service there would often be no such partnership business in existence. The Committee therefore suggest that it ought to be enough if the summons is served upon "any person having, at the time of service, the control or management of the business of one or more of the partners."

Under Section 545 (2) it is "provided that no order (for stay of execution or appeal) shall be made under this Section unless the Court making it is satisfied (*a*) that substantial loss may result to the party applying for stay of execution if the order is not made."

Again under Section 546 is laid down the procedure for the obtaining of security for the restitution of property taken in execution of a decree, and this only in cases where an order has been made for execution.

Considering the difficulty that might arise in procuring such restitution even where security to the satisfaction of the Court had been given, the Committee would suggest that, on appeal, stay of execution should be granted *ipso facto* on the deposit in Court by the appellant of the amount of the decree.

Section 638 (2) provides that Section 579 shall not apply to an Indian High Court in the exercise of its Appellate Jurisdiction. But the Appellate Jurisdiction of such a High Court relates to two distinct kinds of litigation, the one being the hearing of appeals from suits in such High Court in its Ordinary Original and Extraordinary Civil Jurisdiction, and the other being the hearing of appeals from judgments given in Mofussil Courts. The Committee is advised therefore that there is a certain ambiguity in the term "its appellate jurisdiction" as here employed, and they think it should be suggested that the sub-section be so worded as to leave no doubt that the exclusion of Section 579 applies to the whole Appellate Jurisdiction of both kinds.

In connection with Section 645A, relating to salvage cases, the Committee desire to refer to Section 39 (1) in which it is laid down that the appointment of a pleader (which includes an attorney) has to be signed by every party to the suit. In some Admiralty suits all members of the crew are occasionally concerned and it becomes necessary to obtain the signature of every such member. This causes great inconvenience especially in cases where prompt steps have to be taken for the arrest of a vessel. It is therefore recommended that in Admiralty suits the signature of the master of any vessel on behalf of himself and the crew should be deemed sufficient.—I have, &c.

WILLIAM GREAVES, Chairman.
FREDERICK NOEL-PATON, Secretary.

APPENDIX LL.

INDIAN LIMITATION ACT, 1877.

PROPOSED AMENDMENT.

No. 5223.

JUDICIAL DEPARTMENT:

BOMBAY CASTLE, 15th August 1902.

FROM A. S. A. WESTROPP, ESQ., I. C. S., UNDER SECRETARY TO GOVERNMENT, BOMBAY.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to forward to you the accompanying copy of a letter from the Government of India, Home Department, No. 2007, dated the 21st July 1902, relative to a proposal to amend the Indian Limitation Act, 1877 (XIV of 1877), and to state that the Governor in Council will be glad to receive an expression of the opinion of the Bombay Chamber of Commerce on the subject.—I have, &c.

A. S. A. WESTROPP, Under Secretary to Government.

No. 2007.

From A. WILLIAMS, ESQ., DEPUTY SECRETARY to the GOVERNMENT of INDIA.

To the SECRETARY to the GOVERNMENT of BOMBAY, Judicial Department.

SIMLA, the 21st July 1902.

HOME DEPARTMENT, *Judicial.*

SIR,—I am directed to forward a copy of a letter* from the Government of Bengal and its enclosures, in which the Calcutta Trades Association brings to notice the hardship caused to creditors

* No. 21 J. D., dated the 21st April 1902.

by the operation of the law in respect of claims against the estates of deceased persons. The Association suggests that the interval between a debtor's death and the date of appointment of a legal representative of his estate should be excluded in computing the period prescribed by the Indian Limitation Act, 1877 (XV of 1877), and that the necessary provision should be added to *Section* 13 *of the Act*.† A representation similar to that of the Calcutta Trades Association has also been received from the Trades Association of Rangoon. The Government of Bengal asks that the matter may be taken into consideration when the Act is next amended, and before coming to a decision on the merits of this proposal the Government of India would be glad to be furnished with the view of the Governor in Council on the subject.—I have, &c.

A. WILLIAMS, Deputy Secy. to the Govt. of India.

No.

Copy forwarded to the Government of Bengal for information with reference to its letter No. 21-J. D., dated the 21st April 1902.

No. 21-J.D., dated Darjeeling, the 21st April 1902.

From J. A. BOURDILLON, ESQ., C.S.I., CHIEF SECRETARY to the GOVERNMENT of BENGAL.

To the SECRETARY to the GOVERNMENT of INDIA, Home Department.

I am directed to submit, for the favourable consideration of the Government of India, the accompanying copies of the marginally-noted letters from the Calcutta Trades Association regarding the Law of Limitation.

Letter No. 487, dated the 6th December 1901.
Letter dated the 11th March 1902.

2. The Association represents the hardship caused to creditors by the operation of the law in respect of claims against the estates of

---

† *Section* 13 *says*:—"In computing the period of limitation prescribed for any "suit, the time during which the defendant has been absent from British India "shall be excluded."

deceased persons, and suggests that the interval between a debtor's death and the representation of his estate may be excluded in computing the period prescribed by the Limitation Act which limits proceedings for the recovery of debts due by the deceased.

3. I am to observe that it has been brought to the notice of this Government that there are instances in which the creditor, in the absence of any near relatives of a deceased debtor or of any ostensible owner of his assets, has found a difficulty in choosing the defendant to his action. And this difficulty is the greater in this country, as the laws of inheritance applicable to the people of different nationalities are very various. In cases where a debtor executed a will his estate would not be represented till somebody had obtained probate or letters of administration in respect of it. The proceedings for the grant of probates and letters of administration are generally summary, but sometimes they are hotly contested and very lengthy, and when persons not in affluent circumstances die, their relations generally take a long time to determine whether it is worth their while to face the cost of the proceedings. Further, as Section 190 of the Indian Succession Act, which lays down that no right to any part of the property of a person who has died intestate can be established in any Court of Justice unless letters of administration have first been granted by a Court of competent jurisdiction, does not apply to Hindus, Muhammadans or Buddhists, and there is no similar law applicable to these classes, there is no incentive to a Muhammadan or Hindu heir to take out letters of administration, the result being that upon the death of a debtor, his legal representatives defer taking out administration as long as they can, and the creditor finds that his claim is barred by limitation.

4. The remedy suggested is to add the necessary provision to Section 13 of the Indian Limitation Act. It is urged that if the suggested remedy is adopted, the creditor would have the benefit of the full period ordinarily allowed within which to sue for recovery of the debt after the same has fallen due, part of this period being during the life-time of the original debtor and the remainder of it during a time when the deceased debtor's estate is represented by an administrator. I am to suggest that the matter may be taken into consideration when the Indian Limitation Act is next amended.

BOMBAY CHAMBER OF COMMERCE, 29th September 1902.

The SECRETARY to GOVERNMENT, JUDICIAL DEPARTMENT, Bombay.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce, I have the honor to acknowledge the receipt of your letter No. 5223 of 15th August 1902, in which you ask for an expression of the opinion of the Chamber regarding a proposal that the interval between a debtor's death and the date of appointment of a legal representative of his estate should be excluded in computing the period prescribed by the Indian Limitation Act, 1877 (XV of 1877).

2. The papers have received the careful consideration of the Committee, and I am to say that they are unanimously in favour of the proposal. I have, &c.

FREDERICK NOEL-PATON, Secretary.

APPENDIX MM.

COTTON CULTIVATION.

IMPROVEMENT OF STAPLE.

GOVERNMENT REPORT.

No. 332 OF 1902.

From J. W. MOLLISON, ESQ., M.R.A.C.,

INSPECTOR-GENERAL of AGRICULTURE in INDIA,

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

NAGPUR, C.P., the 1st July 1902.

SIR,—I have addressed the accompanying circular letter and memo. to a large number of Cotton buyers and manufacturers in India. I will be obliged if you will note on the various points referred to. I have, &c.

J. W. MOLLISON, Inspr.-Genl. of Agriculture in India.

No.

OFFICE OF INSPECTOR-GENERAL OF AGRICULTURE IN INDIA.

From J. W. MOLLISON, ESQ., M.R.A.C.,

INSPECTOR-GENERAL of AGRICULTURE in INDIA;

NAGPUR, the th July 1902.

SIR,—In my official capacity as Inspector-General of Agriculture, I have taken up the question of improvement of the indigenous varieties of Indian cotton. The lines of experiment which I propose are indicated by a short memorandum which I attach to this letter.

2. I have endeavoured to get seed-cotton (lint and seed) of all indigenous varieties. There is confusion in vernacular names, and doubtless various samples represent the same variety. Seventy-seven samples with different vernacular names have been received from the different provinces of India, and probably I have obtained a fairly complete collection of indigenous varieties. Each sample

has been hand-ginned, and the lint will be submitted to experts for professional opinion. The seed of each sample has been divided for cultivation in small experimental plots at seven different centres in various parts of India. Every plot will be examined during the season by the practical field botanist who is attached to my Department. He will identify the varieties, note the habit of growth of each, and make comparisons between varieties as grown at these experimental centres and in their own districts. In making the arrangements described I hope to obtain a sound basis for future work.

3. In the memorandum attached, I describe briefly the objects which I wish to aim at in improving varieties. I should like to have your opinion on various side issues, particularly in respect of obstacles which may come in the way.

4. It is often asserted that cultivators are deterred from growing long-stapled or fine cotton because they do not obtain remunerative prices, and that the buyer usually does not sufficiently differentiate in the prices which he gives for good and inferior cottons. Can you disprove this statement by quoting prices which you have given during the last five years? In doing this kindly mention all the varieties you deal in, and the trade and the vernacular names of each, and the characteristic qualities which cause enhanced or decreased values, and the district or districts in which each variety is obtainable.

5. Have you noticed any decided deterioration in particular varieties within recent years? If so, kindly note the effects on different varieties, and give reasons for the deterioration referred to. I will be obliged if you mention the varieties which come in clear condition to market (free from dirt and stain of boll-worm, &c.)

6. In your experience, are varieties generally grown pure, or are different varieties grown mixed indiscriminately in the same field? In the latter case, do you attribute the admixture to selling the produce unginned and growers getting mixed seed back from the ginning factories or to any other cause? Am I right in assuming that if a cultivator grows a mixed crop he takes no trouble to pick the produce of each variety separately?

7. I should like to know how far different varieties are deliberately mixed in ginning and baling. Is such admixture done when the seed is ginned or afterwards? Can you say whether this deliberate admixture is done for legitimate trade requirements, such as improvement in colour or other purpose? If so, will you kindly give details?

8. I will be obliged if you can tell me the particular trade purposes for which each variety you buy is most suitable, and how, in your opinion, it can be improved for the specific purpose or for any other purpose.

9. Do you know of exotic varieties of cotton being grown over considerable areas in the districts in which you buy? If so, kindly give particulars regarding localities, extent of cultivated variety, and disposal of the produce.

10. Assuming that in the course of my experiments an improved variety is produced which is proved suitable for the ordinary conditions of a particular district, and is not a risky crop to grow, would you anticipate any difficulties in getting ordinary cultivators to grow this variety widely? If we distributed pure seed would the cultivators take the trouble to select pure seed for cultivation in successive years? What agency would you propose for seed distribution?

11. I have asked a number of questions, and my excuse for doing so is that in an important question of this sort the interests of the buyers and the manufacturers should be kept as fully in view as those of the cultivators. I believe extensive improvement in indigenous varieties of Indian cotton to be easily possible, and in making practical efforts towards that end I hope to be favoured with the advice of buyers and manufacturers.—I have, &c.

J. W. MOLLISON,
Inspector-General of Agriculture in India.

Extract from Memorandum regarding the scope of the work of the Inspector-General of Agriculture.

I have arranged for one special line of agricultural experiments which I intend to work out thoroughly. I refer to *plant breeding*. The work has been started on lines similar to those which have given extremely favourable results in the United States and England. Last season I began at the Bombay Farms with cotton

and wheat. These experiments have in the current season also been arranged for at Nagpur, Hissar and Dumroan, and similar experiments with rice and indigo in Bengal. Mr. Moreland has cross-fertilization experiments with wheat in progress at Cawnpore.

Efforts have been made for many years to induce the Indian cultivator to grow cotton of finer quality than that produced from indigenous kinds. This was attempted by introducing and acclimatizing exotic varieties. The result generally has been failure. My opinion is that we can only hope for real success by *working from within*. Any agricultural plant must degenerate and weaken if grown from the same strain of seed for many generations. Many of our Indian crops are unsatisfactory owing to this cause. This is especially the case with cotton. It is quite time that new vigorous varieties should be produced by artificial cross-fertilization. The first effect of cross-fertilization is to produce great variation in type, but a particular type can easily be fixed in three generations. It has been proved in America that new vigorous hybrids withstand "wilt" and other fungoid diseases which are so common and destructive in many Indian varieties.

In America many 'Upland Georgian' varieties had deteriorated to such an extent that the lint produced was no longer suitable for the higher counts of yarn. A practical field botanist set to work about five years ago to produce new improved hybrids from old degenerated varieties. He recognized that each local variety had certain inherent hardy characteristics which adapted it for the soil and climate of its locality and made it a less risky crop than an exotic in ordinary seasons. The aim in America has been to produce in a hybrid the hardy characteristics of a local variety and likewise lint which is longer and finer. A few healthy plants which ordinarily produce long silky fibre must, for cross-fertilization purposes, be grown in the locality. This finer variety may usually be a risky crop in this particular locality in the same way as exotics have been found risky in India. Healthy plants can, however, be grown in some seasons and pollen can be obtained to cross-fertilize flowers of the local variety. There is every chance that the resulting hybrids or some of them will inherit the hardy and prolific characteristics of the local variety and to some extent the superior qualities of the exotic. The necessary manipulation for cross-fertilization is extremely simple. The general line of experiment which I propose for India will be arranged as indicated above.

The value of exotic varieties for cross-fertilization purposes will not be neglected. I have in fact a good many American varieties in cultivation now. These varieties have been grown from small parcels of seed picked by myself in America from specially well grown plants. It is probable that greater and more lasting improvements can be effected by cross-fertilization between indigenous varieties. This line of experiment will have fair and full trial. These experiments were begun last season with such indigenous varieties as I had at hand. In the current season they will be much extended. Seventy-nine indigenous and over forty exotic varieties will be under experimental trial at seven different centres. Museum specimens of seed and lint of each variety will be preserved for future comparisons.

It is often stated that there is no differentiation in price made by the dealer between inferior and superior varieties of cotton. This is incorrect. There is a big difference in price between Broach cotton (the finest long-stapled cotton cultivated in India) and inferior short stapled Bengal. It is further often stated in India that (*a*) there is no demand for superior cotton, (*b*) that it pays the dealer to mix good and bad since the good alone does not secure the price it merits, (*c*) that the poor variety is not only more hardy but more prolific and the price obtainable makes it a more profitable crop, (*d*) that the present conditions of demand are such that special efforts to improve quality now are probably mis-timed, (*e*) that such efforts should follow rather than precede the establishment in India of factories for weaving finer counts. These assertions will, I believe, be disproved by practical results obtained from the proposed experiments. Indian millowners have now to import at high rates Egyptian and, I believe sometimes, American cotton for finer counts of yarn. It is surely conceivable that if we can produce on the spot the sort of stuff they want, they will pay for it. I will consult them at every step and aim to produce what they want, keeping always in view the necessity of growing only such improved varieties as are hardy enough to stand unfavourable conditions of adverse seasons and so prolific that they will yield better than existing varieties in average seasons.

In the plant-breeding experiments with wheats, I propose to aim first at the production of a *good* rust-proof variety. Khapli or Spelt wheat, a common Indian variety, is rust-proof. The grain of Khapli

is a second class sort. I propose to use this variety extensively as a female parent, and there are good grounds to believe that hybrids from it will have rust-resisting qualities. There is equal reason to believe that the hybrids obtained may have grain very much superior to Khapli and, therefore, suitable for export. The advantage of having a good rust-proof variety suitable for cultivation in India will be enormous.

These plant-breeding experiments will give a good deal of work to the Government of India Economic Botanist in identifying indigenous varieties, in working out botanical variations induced by cross-fertilization, and also in dealing with fungoid diseases affecting the particular crops dealt with and numerous other indigenous crops which will be grown on the farms.

BOMBAY CHAMBER OF COMMERCE, 10th July 1902.

The SECRETARY, BOMBAY COTTON TRADE ASSOCIATION, LD.,
Bombay.

DEAR SIR,—I am directed by the Committee of the Bombay Chamber of Commerce to hand you the accompanying letter (and enclosure from the Inspector-General of Agriculture in India) and to say that they will be pleased to have the views of the Directors, of the Bombay Cotton Trade Association, Ld., on the various points referred to.—Yours, &c.

FREDERICK NOEL-PATON, Secretary.

No. 366 OF 1902.

From J. W. MOLLISON, Esq., M.R.A.C.,
INSPECTOR-GENERAL OF AGRICULTURE IN INDIA,
NAGPUR, C. P., 14th July 1902.

To The SECRETARY CHAMBER OF COMMERCE, Bombay.

SIR,—In connection with cross fertilization experiments with cotton which I have arranged for at various Government farms, I obtained from the different provinces the seed of many varieties cultivated in India.

2. I endeavoured to get seed cotton (seed and lint) of all varieties but failed to do so in some cases. The seed cotton was hand-ginned in my office, and I now send you by passenger train a box containing 48 parcels of lint obtained in this way. Each parcel is labelled and on the label you will find (*a*) the vernacular name, (*b*) the District and Province from which the seed cotton was obtained, (*c*) the percentage in the accompanying statement of lint to seed.

3. There is confusion in vernacular names in respect of all crops and cotton is no exception. It is probable therefore that various parcels of lint may represent the same variety of cotton. I have aimed to obtain the seed of all indigenous varieties in order that each variety should be botanically examined and identified in my experimental plots and in its own district. This I will arrange for in the current season and make absolutely certain that pure seed of each variety will be sown in succeeding years. I will also add to my list any indigenous varieties which are not represented this year.

4. The collection of indigenous varieties which I now submit to you for inspection really form a basis on which I will build future work, and I am therefore anxious to obtain the opinion of experts as regards each sample. I am not professionally qualified to indicate the various points on which a professional opinion is necessary. You can undoubtedly help me in this respect. I suggest that information on the following points is important :—

(i) The value in India in lbs. per rupee or any other recognised standard of each sample.

(ii) The trade purposes for which each sample is specially suitable.

(iii) In what respects each variety is deficient for particular trade requirements in colour, length of staple, strength fineness and other qualities recognised by the trade.

5. I will at the end of the current season again submit samples of lint obtained from my experimental plots at seven centres in India. As each variety will during this season be identified, the samples which I will send will in each case be obtained from pure seed.—I have, &c.

J. W. MOLLISON,

Inspector-General of Agriculture in India.

List showing District, local vernacular name, weight, &c., of varieties of cotton lint supplied for professional opinion to the Secretary, Chamber of Commerce, Bombay.

No.	Province and District where grown.	Local Vernacular Name.	Quantity of lint supplied	Percentage of lint and seed on seed cotton.		Remarks.
				Lint.	Seed.	
	BOMBAY.					
1	Poona Farm	Varadi	½ lb.	39·29	60·71	
2	„	Kumtha	½ lb.	25·00	75	
3	Surat Farm	Ghogari	½ lb.	39·58	60·42	
4	„	Broach Desbi ..	½ lb.	37·50	62·50	
5	Naosari-garden	Red flowered ..	1¾ oz.	27·94	72·06	
6	Chharodi	Lalio	1 lb.	31·60	67·60	
7	„	Waged	1 lb.	33·47	66·10	
8	Kathiawad	Wagdio	1 lb.	31·25	66·41	
9	„	Hirvani	1 lb.	29·62	68·46	
10	„	Sakalio	1 lb.	32·40	65·20	
11	„	Lalio	6½ oz.	34·44	65·56	
12	„	Mathio	1 lb.	30·38	67·31	
13	„	Kanbi	1 lb.	33·15	66·48	
14	„	Moto Mathio ..	1 lb.	29·60	68·80	
15	Poona Farm	Dharwari American.	12 oz.	32· 5	67· 5	
	MADRAS.					
16	Bellary	Yerapathi.. ..	1 lb.	28·96	70·83	
17	„	Javarihati Black-seeded.	¼ lb.	21·04	78·96	
18	„	Javarihati White-seeded.	½ lb.	22·32	76·70	
19	„	Mungari or Bilai.	12 oz.	24·17	75· 0	
20	Palladam Taluk.. ..	Uppan	12 oz.	23·54	76·46	
21	Tanuku „	Tella	8 oz.	25·65	74·35	
22	Erode District	Nadau	12 oz.	24·37	75· 0	
23	Guntur „	Kokonada ..	1 lb.	27·73	72·27	
24	Saidapet College Farm..	Brazil	½ lb.	31·67	65·33	
25	Cuddapah District ..	Nartheras ..	12 oz.	23·35	73·85	
26	Koilpatty Farm	Karungani ..	12 oz.	27·4	71· 7	

No.	Province and District where grown.	Local Vernacular Name.	Quantity of lint supplied	Percentage of lint and seed on seed cotton.		Remarks.
				Lint.	Seed.	
	CENTRAL PROVINCES.					
27	Nagpur Farm	Bani	4 oz.	25·7	74·3	
28	"	Jari	4 oz.	33·3	66·7	
29	"	Deva	3 oz.	28·6	71·4	
30	"	Egyptian Metafil.	6 oz.	35·0	65·0	
31	"	" Abassai ..	6 oz.	35·0	65·0	
32	"	Won	6 oz.	43·0	57·0	
33	....	Kati Vilayati ..	6 oz.	36·0	64·0	
	BENGAL.					
34	Pallaman	Bhogila	1 lb.	31·5	67·0	
35	"	Bhurila or Kataila	1 lb.	30·0	65·3	
36	Ranchi Division	Wootha	½ lb.	26·0	71·5	
37	Siripur Farm	Jethi	6 oz.	20·6	78·7	
38	"	Kokali	½ lb.	20·6	78·2	
39	Cuttack	Achhna	½ lb.	22·5	76·25	
	ASSAM.					
40	Wokha	Khonko-Chikao ..	1 lb.	46·0	52·67	
41	Manipur	Lasing Angangba.	6 oz.	*	*	*Not available.
42	Garo Hill	Kil	1 lb.	50·77	47·31	
43	North Kachar Hill ..	Khumma	1 lb.	44·0	53·7	
44	....	Khunsa	1 lb.	45·8	54·7	
45	....	Bhung	1 lb.	40·8	58·3	
	U. P. OF AGRA AND OUDH.					
46	Aligarh	Deshi	1 lb.	36·00	64·00	
47	Jalaun	Deshi	1 lb.	34·8	64·9	
48	Meerut	Deshi	1 lb.	34·4	63·6	

BOMBAY CHAMBER OF COMMERCE, 23rd July 1902.

THE SECRETARY, BOMBAY COTTON TRADE ASSOCIATION.

DEAR SIR,—I am directed by the Committee of the Bombay Chamber of Commerce, to forward the accompanying letter from the Inspector-General of Agriculture in India and to say that they will be much obliged if the Directors of the Association will furnish the Chamber with the particulars asked for by the Inspector-General. I have, &c.

FREDERICK NOEL-PATON, Secretary.

THE BOMBAY COTTON TRADE ASSOCIATION (LIMITED).

BOMBAY, 8th September 1892.

THE SECRETARY, BOMBAY CHAMBER OF COMMERCE.

DEAR SIR,—I am instructed to acknowledge the receipt of your letter of the 10th July 1902, giving cover to a communication (returned herewith) from the Inspector-General of Agriculture in India and asking for the views of my Directors on the various points referred to.

The papers have received very careful consideration, and I am now instructed to address you as follows :—

The Inspector-General in the first portion of para. 4 of his letter states :—"It is often asserted that cultivators are deterred from growing long stapled or fine cotton because they do not obtain remunerative prices, and that the buyer usually does not sufficiently differentiate in the prices which he gives for good and inferior cottons." This assertion is incorrect. As a matter of fact cultivators are thoroughly alive to their own interests and naturally work for that end. They find it decidedly to their advantage in some districts where soil, climate and trade conditions are important factors, to grow short stapled varieties of cotton for the following reasons :—

(*a*) The plants are hardy and can withstand drought better than other varieties which give better stapled cotton, and there is a greater probability of the cultivator securing his crop as it is exposed to fewer climatic risks owing to maturing early.

(*b*) The short stapled (Virari or Billatee) cotton matures earlier, and the cultivator is able to gather his crop early and realise cash

for it. The number of days in which short stapled cotton matures (from the date of sowing to the date of picking) is less than is required by better stapled cotton.

(*c*) The sooner the cultivator can gather his crop and sell his "Kappas" (*i. e.*, seed cotton as picked from the pod or boll) the sooner he can meet his Government cess and pay off the advances or loans he has taken from Marwaris and other money lenders, and thus save interest which as a rule is charged at high rates.

(*d*) The yield per acre on the average is much better than that obtained from the seed of better stapled cotton, and the percentage of cotton (lint) to seed is greater.

(*e*) The cultivator can raise a crop of cotton fairly remunerative on poor soil and even on stony ground, on sloping lands or on the sides of low hills where it would be folly to sow the seed of exotics, or the good stapled varieties, as these latter would not receive sufficient moisture and would wither or would be stunted in growth.

It may be laid down as an axiom that the more prolonged the rainy season is, or the greater the power of the soil to retain the moisture, or the more favoured the district is from the point of ample rainfall, the better will be the staple of the cotton grown. In those years in which the rainfall extends from early June to the end of September even the short stapled plants produce cotton of longer fibre than in those years in which rainfall is short and scanty.

From what has been stated above it will be seen that the conditions of climate and soil, and the interest of the cultivator, all favour the cultivation over large areas of the shorter stapled varieties in preference to those producing better stapled cotton. It follows therefore that while the general condition under which cotton is cultivated in this country remain what they are, the mill industry here and in Europe and the various Chambers of Commerce may call for more good stapled cotton, but they will call in vain, unless improved varieties adapted to the exigencies of soil and climate (producing a larger yield per acre and a better stapled or good stapled cotton) can be developed by cross-fertilization, and grown by cultivators on a large scale.

As a matter of fact seed producing good stapled cotton when sown in poor soil gradually deteriorates until it can scarcely be distinguished from the shorter stapled varieties, also that a very

large proportion of the best land is always reserved for growing food grains and irrigated crops, so that a very considerable percentage of the cotton crop must always be grown on poor soil, and further that there are many districts in which the rainfall is short and scanty where good stapled cotton can never thrive and mature properly.

Whether the seed of the short stapled varieties, now so generally grown in Berar, Nagpur and Khandeish, was first imported from the Sioni and Jabulpore districts or from the N.W. Provinces and Rajputana (between the years 1865 to 1872) it would now be difficult to trace, but there can be no doubt that the increase in the spread of its cultivation in many districts was co-incidental with the opening and extension of railways. The Cotton Frauds Department at that time endeavoured to improve cotton cultivation by distributing some exotic seed, but it was incapable of combating the spread of the cultivation of the short stapled varieties and the Department was abolished when it was found that it could not arrest deterioration and change. The Cotton Frauds Act itself was repealed when it was recognised that its retention led to worse evils than the spread of the cultivation of short stapled cotton, and that in its working it seriously hampered the course of trade generally and checked the free extension of cotton cultivation.

How mightily the cotton trade has increased since those days can be seen from trade statistics.

A notable instance of the power of self-interest to overcome old-established customs and old Associations is to be found in the introduction into Kathiawar, during the years 1891 to 1894, of Cawnpore or Bengal seed (which was named or nick-named in the vernacular "Kaubi" or Kanvi). The plants grown from the original indigenous seed of the varieties known as "Whagria" "Lalia," "Ghogari" and "Deshi" matured in February, March and April and produced good stapled cotton, but being exposed in their growth and final development first to the dry cold wintry winds and then to dry hot winds the greater bulk of the pods dried on the plants and became black. These closed dried black pods were known as "Kalla" and were stripped from the plants and taken into the villages where all the women were employed for months together at their houses in breaking open the "Kalla" and extracting the Kappas to allow of it being ginned. At that time in the south of Kathiawar where the climate was milder, in a few villages, another

variety of cotton existed, known as "Poomria." The pods on these plants burst wide open and the Kappas was easily picked and ginned without loss of time. Some enterprising cotton dealers noticing this difference, and no doubt after trading in Rajputana and the N.-W. Provinces, bethought them of the advantages to be derived, both as to saving of time, and improved class of cleanliness by introducing the early maturing Bengal seed into Kathiawar as it was believed that the plants would even in that country mature early and that the bolls or pods would open wide (curling back on the stem) and thus allow of picking and ginning being done early in the season.

The experiment was made and was very successful. In two or three years the cultivation spread like wild fire over a large portion of Kathiawar and the product is now known as "Kanbi" and "Muttia." The origin of Muttia is however doubtful as nothing certain is known as to the manner of its introduction into Kathiawar. These descriptions mature and are picked and ginned in December and January and come to market without loss of time. The staple is far inferior to that of the old indigenous cotton, but of late years the staple has improved under the influence of climate and soil.

With regard to the specific questions asked in the letter from the Inspector-General, I am directed to state as follows :—

Para. 4. "It is often asserted that cultivators are deterred from growing long stapled or fine cotton because they do not obtain remunerative prices, and that the buyer usually does not sufficiently differentiate in the prices which he gives for good and inferior cottons. Can you disprove this statement by quoting prices which you have given during the last five years?"

On this point my Directors can only say that whereas in the Akola and Khangaum cotton markets alone during the past season (1902) when short stapled cotton was selling, say in January, at Rs. 185 per candy of 784 lbs. net, fair stapled cotton was sold at Rs. 192 per candy, and the Agents of the Bombay and Ahmedabad Weaving Mill bought up almost the whole of the good stapled, silky cotton grown on the "Ghats" (*i.e.*, the plateau of Bassin, Booldana, etc.) at Rs. 205 to Rs. 207 per candy.

Para. 5. "Have you noticed any decided deterioration in particular varieties within recent years?"

No special deterioration has taken place except in Broach (which is due to climatic conditions) and in Dholleras and Bhownuggers, (Kathiawar) as already stated. The cleanest and brightest cotton coming to market is always short, or medium stapled cotton such as Amraoti, Nagpur, Kamptee, Dhamangaum, Poolgam, Akola, etc., all of which mature early. All cotton contains some stain from the punctures made by the boll worm in the shell of the boll. If rain should fall about the time the bolls open the stain becomes more general as the moisture enters the boll and sets free the yellow colouring matter on the inner surface of the shell.

Para. 6. "In your experience, are varieties generally grown pure or are different varieties grown mixed indiscriminately in the same field?"

Since the last 15 or 20 years owing to an extension of ginning factories the bulk of the seed is mixed, and such mixed seed is very generally bought and sown, but even now the cultivators in some districts gin a small quantity of Kappas by hand gin and retain the pure seed for sowing. When the Kappas is picked it is all mixed together, and the produce from many villages—north, south, east and west—is further mixed in the yards of the ginning factories and is ginned together.

Para. 7. "How far different varieties are deliberately mixed in ginning and baling?"

The mixing of Kappas mostly takes place at the ginning factories. Dealers and exporters mix different grades of cotton at the Press Houses for *bonâ fide* trade purposes and press full press bales of one even running grade or class—but a certain class of dealers mix short and good staple cotton, also good with very inferior cotton, and press the same into full pressed bales in the hope that those who are not experts will not detect the mixture, or that the false packing may by accident escape detection and that they may thus secure larger profits.

Para. 8. "Particular trade purposes for which each variety is most suitable?"

"Bengals" are largely exported to Europe for mixture with wool for the manufacture of woollen goods of certain descriptions and some percentage is used at the local mills with better stapled cotton as it is cheaper and gives a more bulky yarn and reduces the cost of the same. All short and medium stapled cotton is more or less treated in this way by Spinning Mills in Europe, Japan and India. The rougher the staple is the better for mixing with wool and for producing low counts. The more silky and longer the staple the more generally it is used for the higher counts, and the finer cloths, also for mixing at mills in Europe with American cotton.

Para. 9. "Do you know of exotic varieties of cotton being grown over considerable areas in the districts in which you buy?"

The Directors are not familiar with the subject of "exotics" except the Saw Ginned Dharwar variety which is grown from American seed imported during the American Civil War and subsequently.

Para. 10. "Assuming that in the course of my experiments an improved variety is produced which is proved suitable for the ordinary conditions of a particular district, and is not a risky crop to grow, would you anticipate any difficulties in getting ordinary cultivators to grow this variety widely?"

If the Inspector-General could by cross-fertilization obtain in each district plants, with all the characteristics of the present short stapled varieties, but which would even when grown under the ordinary methods observed by cultivators produce better staple and a larger yield per acre, and mature as early, there would be a good demand for the seed and it would be largely sown on poor and stony soils. Such a variety would be suitable for the Nagpur districts, parts of Berar and Khandeish, etc.

It would also be a great gain to the country generally if the Inspector-General could in addition secure or fix another variety of really good stapled cotton (such as the original "Bunni" description which was largely grown in Berar in the sixties and matured about December) suitable for the Ghat districts and the black soil of Berar and Hyderabad, etc., but maturing earlier than the "Bunni" did.

It is very doubtful whether cultivators would ever take the trouble to keep up a supply of pure seed of such improved varieties, and it is extremely probable that they would continue to buy the mixed seed from the ginning factories as the easiest way of securing their requirements. The Directors believe that to ensure more attention being paid to the quality of seed sown, it would be necessary to have the pure seed ready to the hands of the cultivators by keeping some stock in each village.

It remains to be demonstrated by actual experiments what quantities of improved seed could be sold by the Department with the assistance of village officials. No better distributing agency could be employed than the Patels and other village officials.

Para. 11. "If the Inspector-General for Agriculture could obtain good styles of hybrid plants, some producing rough cotton of fair to good stapled and others producing fine silky good stapled and extra stapled cotton and giving a larger yield per acre than is now obtained, cultivators would eagerly grow that which is most suitable to the soil and climate of their own districts and the whole question of cotton cultivation in India would practically be solved. It would not be necessary for him to extend his enquiries as to what buyers, exporters, manufacturers, and other countries require, for the trade, taken as a whole, would follow the Inspector-General's lead as a matter of course and would take advantage of the improvements made."

Success in cross-fertilization, with a good system of distribution of the best seed suitable to each district is the key-note of the whole subject.

In conclusion my Directors would suggest that the experimental farms should be situated in each district where cotton, possessing well developed characteristics is largely grown and that the experiments should be confined to developing the cotton of each district by improving the staple if possible and increasing the yield per acre rather than attempting by cross fertilization to obtain one variety suitable for all districts alike, as owing to the great variation in rainfall, humidity, temperature, soil and climate, it is believed that such seed would give disappointing results in many districts and the experiments would probably end in failure. The experiments should

also be conducted under the ordinary conditions of cultivation existing in each district. It would for instance be quite useless to rear plants by irrigation, high manuring, trenching, and other means which are utterly out of reach of the ordinary cultivator, as it is obvious that the seed obtained under such favourable conditions would if distributed give very different results when sown in the ordinary way.

It is needless to say that an increased yield and an improvement in the staple of Indian cotton generally would mean increased wealth to the ryot, an increase in the value of exports, and an increase in the value of internal trade and local industries; and the Indian mills would be placed in a better position to compete for a share of the trade with China, and other countries, which is expected to develop largely.

This reply has been delayed to enable the Directors to examine the samples received with your further letter, dated 23rd July, and thus deal with the whole subject at once.

A tabulated report on the samples is annexed.—I am, &c.

C. J. MICHAEL, Secretary.

Report of the Directors of the Bombay Cotton Trade Association, Ld., on the samples forwarded to the Bombay Chamber of Commerce by the Inspector-General of Agriculture in India, with his letter No. 366, *dated* 14*th July* 1902.

Class.	Staple.	Description.	Rates.	Remarks.
No. 1. Superfine, rather creamy, hand ginned.	Very short Bilati character.	Bilatee, similar cotton comes from Nagpur and Kamptee.	January, Rs. 185 ...	Saleable in very large quantities for export to Japan and Europe and locally.
No. 2. Fine, free from seed and leaf, clean, far superior in class to ordinary supplies of Compta.	Good staple, lint rather irregular.	Compta style	May, Rs. 225—230 for machine ginned.	Very suitable for spinning high counts, a good spinning cotton.
No. 3 Superfine, clean, free from seed and leaf.	Irregular, mixed staple, fair to good, staple rather rough.	Dhollera style	March, Rs. 205 ...	A good spinning cotton for 20*s*.
No. 4. Superfine, doubtful whether the seed was really pure Broach seed.	Good staple, inferior to Broach staple, not so silky as real Broach.	Of Dhollera rather than Broach character.	March, 207—210 ...	A good spinning cotton.
No. 5. No class ...	.....	Has none of the characteristics of Nowsari.	Cannot be valued owing to green oily stain.	.....

No. 6. Well up, fine to superfine, a little leaf.	Very good staple, silky, regular, good length.	Closely resemblesBroach. This appears to be the old Laria cotton received from Ahmedabad districts in 1880—1885.	May, Rs. 220... ...	A fine spinning cotton.
No. 7. Well up, fine to superfine, very clean.	Extra staple, silky and strong.	Probably grown from the old Wagria seed.	May, Rs. 225... ...	A fine spinning cotton.
No. 8. Strict fully good to barely fine, poor colour, some stain.	Irregular, wasty staple, rather rough fair staple, fair in length.	Dhollera character ...	May, Rs. 185.	.....
No. 9. Fully good, dull colour, stained.	Poor, wasty shorter staple.	(Bhownugger) Mattia style.	May, Rs. 170—175 ...	.....
No. 10. Good, stained, leafy, poor colour.	Fair in length, soft and waxy.	Varavul, Dhollera style.	Rs. 180—185 ...	A fairly good spinning cotton.
No. 11. Good to fully good, some stain.	Poor, irregular staple, wasty and soft.	Something between Mattia and Dhollera style	May, Rs. 175—180 ...	Suitable for spinning 10*s*. and 16*s*.
No. 12. Strict good to fully good, dull, grey colour.	Mixed and rough. Moderate in length.	Mattia	May, Rs. 180 ...	Suitable for spinning low counts.
No. 13. Strict fully good, fairly good colour.	Fair staple, neither rough nor silky.	Dhollera or Bhownugger as it is now received.	May, Rs. 190 ...	A useful spinning cotton.
No. 14. Strict good to fully good.	Rather better than No. 12.	Has the same characteristics as No. 12.	May, Rs. 185 ...	A fairly good spinning cotton.

BOMBAY COTTON TRADE—*continued.*

Class.	Staple.	Description.	Rate.	Remarks.
No. 15. Superfine, creamy.	Fair staple, silky ...	Inferior to saw-ginned Dharwar in character and staple.	May, Rs. 210—215 ...	A nice spinning cotton.
No. 16. Good to fully good, creamy.	Irregular, some poor staple, silky. Inferior to Bellary Westerns.	Western style ...	May, ordinary Westerns Rs. 205. This sample, Rs. 195—200.	.....
No. 17. Good, fairly clean.	Good silky staple.	Ordinary Bellary Westerns.	May, Rs. 205 ...	A very good spinning cotton.
No. 18. Strict good, being whiter than No. 17.	Good but not so long and silky as No. 17.	Ordinary Bellary Westerns.	May, Rs. 200—5 ...	A good spinning cotton.
No. 19. Strict good to fully good, good colour.	Good, regular, silky staple.	Ordinary Westerns ...	May, Rs. 205 ...	A very good spinning cotton.
No. 20. Barely fully good fair, London Standard for Tinnivelly.	Irregular poor staple, harsh.	Much inferior to the Oopum usually imported into Bombay.	May, Rs. 195.	.....
No. 21. Fully good fair, London standard, Tinnivelly.	Worse than No. 20 ...	Oopum or Coimbatore character.	May, Rs. 190.	.....

No. 22. Well up fully good fare, standard as above.	Good staple rather harsh.	Tinnevelly character ...	May, Rs. 210 ...	A good spinning cotton.
No. 23. Fully fair red, London standard.	Good silky staple ...	Ordinary Coconada ...	May, Rs. 187—190.	.....
No. 24. Worm and rain stained, generally dull in colour.	Staple irregular, some very good length, nearly two inches.	Sea Island character ...	.....	A superior spinning cotton.
No. 25. Strict good colour not so brown as ordinary trade Northerns.	Inferior in staple to that received here from Nundiyal and Tudputtri.	Northern character ...	May, Rs. 195.	.....
No. 26. Fair colour, strict fully good fair.	Very poor staple, irregular.	Tinnevelly charactor ...	May.	.....
No. 27. Strict fine, good colour.	Good silky and even running.	Hinghanghat style ...	Rs. 215—220 ...	A very good spinning cotton for high counts.
No. 28. Superfine ...	Rough Bilati character.	Ordinary Kamptee and Nagpur style.	January, 185—190 ...	Saleable in large quantities in Europe and Japan and locally.
No. 29. Very dull ...	Fair	Nagpur style ...	Sample ...	Too small to give a value or report on fully.
No. 30. Fair brown Egyptian.	Very long staple ...	Egyptian ...	Rs. 300—310 ...	A fine spinning cotton. This description can only be used by a few mills in India, principally at Ahmedabad.

BOMBAY COTTON TRADE—*continued.*

Class.	Staple.	Description.	Rate.	Remarks.
No. 31. Fair bright color, some stain.	Superior, or staple equal to Sea Island No. 24 and more regular.	Egyptian	Rs. 320—330... ...	A very good superior spinning cotton.
No. 32. Superfine, Bilati or Nagpur style.	Short	Bilati or Nagpur style...	January, Rs. 185—190	Saleable in large quantities.
No. 33. Superfine creamy.	Very short and rough...	Bilati character ...	January, Rs. 180—185	Saleable in large quantities.
No. 34. Fine rather dull in colour.	Very short	Bengal style	January, Rs. 162, hand ginned. ...	Always saleable for export.
No. 35. Fully good, much stain, dull.	Very short	Bengal style	January, Rs. 155 ...	Always saleable for export.
No. 36. Good very stained and discoloured.	Very short	Bengal style	January, Rs. 147-8 ...	Difficult to sell.
No. 37. Barely fine ...	Very short	Bengals	January, Rs. 160 ...	Saleable in large quantities for export.
No. 38. Fully fair, London Standard, red.	Staple much inferior to No. 23.	Coconada style... ...	Rs. 170, difficult to value.	Not very merchantable cotton.

No. 39. Barely fine ...	Short	Bilati style	.....	.....
No. 40. Superfine, very rough and harsh.	Very short	Rough Bengals ...	.....	Saleable in large quantities for export.
No. 41	Very short	Red Coconada style.	.....	.....
No. 42. Well up fine, grey in colour.	Very short and rough ...	Rough Bengals... ...	.....	Saleable in large quantities for export.
No. 43. Fine, dull, greyish.	Very short and rough ...	Rough Bengals... ...	.....	Saleable in large quantities for export.
No. 44. Fine, dull, greyish.	Very short	Rough Bengals... ...	.....	Saleable in large quantities for export.
No. 45. Well up fine to superfine.	Very short	Rough Bengals... ...	January, Rs. 165 ...	Saleable in large quantities for export.
No. 46. Superfine ...	Short rough staple, not soft as ordinary ...	Bengals	Rs. 165	Saleable in large quantities for export.
No. 47. Superfine ...	Short, rather silky ...	Bengals	Rs. 165	Saleable in large quantities for export.
No 48. Fine, rather dull some stain.	Short	Bengals	Rs. 162	Saleable in large quantities for export.

BOMBAY, *8th September* 1902.

C. J. MICHAEL, *Secretary,*

Bombay Cotton Trade Association, Limited.

BOMBAY CHAMBER OF COMMERCE, 24th September 1902.

The SECRETARY, BOMBAY COTTON TRADE ASSOCIATION, Ld.

DEAR SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce I beg to acknowledge the receipt of your letter of the 8th instant as also the report on the samples of Cotton submitted by the Inspector-General of Agriculture in India.

I am to convey to your Directors the thanks of the Committee for the trouble they have taken in the matter and for the very full report which they have submitted on the various points alluded to.—I have, &c.

FREDERICK NOEL-PATON, Secretary.

BOMBAY CHAMBER OF COMMERCE, 27th September 1902.

J. W. MOLLISON, ESQ., M.R.A C., INSPECTOR-GENERAL of AGRICULTURE IN INDIA, NAGPUR, C. P.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce I have the honor to acknowledge the receipt of your letters, No. 332 of 1st July 1902 and No. 366 of the 14th idem, enclosing for opinion a circular letter upon the improvement of indigenous cotton. And to hand you herewith a copy of an interesting report upon the matter kindly prepared by the Bombay Cotton Trade Association (Limited) to whom they referred the matter.

My Committee have nothing to add to the very complete letter of the Bombay Cotton Trade Association.

I am also to send you a copy of the report by the Directors of that body on the samples of cotton received with your communications of 14th July.—I have, &c.

FREDERICK NOEL-PATON, Secretary.

APPENDIX N.N.

BOMBAY NATIVE PIECE-GOODS MERCHANTS' ASSOCIATION AND CARRIERS' NOTES.

BOMBAY CHAMBER OF COMMERCE, 9th January 1902.

The HONY. JOINT SECRETARIES, BOMBAY NATIVE PIECE-GOODS MERCHANTS' ASSOCIATION, Bombay.

DEAR SIRS,—Representations have been received from Members of the Chamber regarding an advertisement which recently appeared in the local press over your signatures to the effect that "as regards goods indented by the Members of the Association from the 1st day of February 1902, Carriers' Note or Certificate will not be accepted by the Members of this Association as proof of the date of shipment, but only the Bill of Lading or the Certificate of the Liners as to the delivery of the goods to them for shipment will be accepted as such proof.

"The Conference Liners will grant the necessary certificate on application."

It appears to the Committee of the Chamber that this notice must have been issued by your Association under misapprehension of conditions; but before proceeding to its further consideration they direct me to enquire of you, with reference to the last paragraph, whether the Liners have in Manchester, Glasgow and elsewhere, Agents who will take from merchants delivery of goods when ready.—I have, &c.,

FREDERICK NOEL-PATON, Secretary.

BOMBAY NATIVE PIECE-GOODS MERCHANTS' ASSOCIATION.

BOMBAY, 11th January 1902.

No. 415.

The SECRETARY, CHAMBER OF COMMERCE, Bombay.

DEAR SIR,—We have duly received your letter, dated the 9th instant, and, in reply, beg to say that the same will be put before our Managing Committee, and their resolution will be communicated to you in due course.—I have, &c.

JAITHABHAI WALJEE,
KALIDAS MULCHAND, } Joint Hony. Secretaries.

To The SECRETARY of the BOMBAY CHAMBER OF COMMERCE, BOMBAY.

CHAMBER OF COMMERCE, MANCHESTER, 22nd January 1902.

DEAR SIR,—The Board of Directors of this Chamber has considered the notice issued by the Bombay Native Piece-Goods Merchants' Association, dated 1st January, to the effect that, in regard of indents placed on and after 1st February 1902, the only evidence in proof of date of shipment that will be accepted will be, (1) the Bill of Lading, or (2) the Certificate of the Conference Liners as to the delivery of the goods to them for shipment.

I am desired to state that the Board sees insuperable objections to agreeing to this proposed stipulation, for the following reasons:—

Owing to the irregular intervals between the berthings of the Conference steamers, it is a matter of frequent occurrence that goods are ready days, or even weeks, before they can be sent down for shipment. Sometimes a steamer is berthed, loaded up, and despatched, while another steamer, for which the allotted cargo has been forwarded earlier, has either failed to arrive in dock, or is delayed in dock with indent goods on board, thus thrown out of their proper order of shipment. Such being the common experience it would not be reasonable to regard the date of Bill of Lading as the only valid evidence that the goods were ready for shipment within the contract time.

The firms composing the Bombay Steamship Conference have been severally requested to state whether they are prepared to give certificates of delivery which, as regards dates, would correspond with the dates of receipt by Carriers—this being the only form of certificate which would meet the circumstances from our point of view. Their Secretary has replied, under date January 16th—

"I beg to own receipt of your letter of 13th instant with copy of a notice given by the B. N. P.-G. Merchants' Association regarding their future requirements in the matter of certificates of arrival. The matter has been under the careful consideration of my Lines, and I am instructed to say in reply that they cannot agree to the proposed change. The present system has worked satisfactorily for very many years, and they see no necessity for altering it in any way."

A memorandum such as the Conference Liners have given in some cases, to the effect that they have "seen" a Carrier's note bearing the marks and numbers of certain packages said to have

been received on a given date, would not suffice to meet the Association's requirement. It is clear then that the Association's alternative stipulation cannot be met.

The Conference Liners make it obligatory upon shippers to send goods for shipment by the Manchester Ship Canal. The Ship Canal Company thus becomes the accredited Carrier for the Conference, and it is the practice to send goods, when ready for shipment, to the Company's quays or warehouses, to be stored until they can be shipped at Manchester, or forwarded by barge to Birkenhead. The Board submits that the Ship Canal Company's certificates of receipt, which have hitherto been accepted by all indentors as sufficient evidence of delivery for shipment, meet all reasonable requirements. The Ship Canal Company is prepared to grant such certificates whenever required.

I have to-day forwarded to the Bombay Chamber the following telegram :—

"BOMBAY CHAMBER COMMERCE.

Alteration terms proposed January first. Piece-Goods Association impracticable. Conference liners refuse required certificates. Inform Association. Letter follows Manchester Chamber—ELIJAH HELM, SECY."

I am, &c.,

ELIJAH HELM, Secretary.

BOMBAY CHAMBER OF COMMERCE, 24th January 1902.

The JOINT HONORARY SECRETARIES, BOMBAY NATIVE PIECE GOODS MERCHANTS' ASSOCIATION.

DEAR SIRS,—I am directed by the Committee of the Bombay Chamber of Commerce to inform you that the following telegram has been received from the Manchester Chamber of Commerce :—

"Alteration terms proposed January first Piece-Goods Association impracticable. Conference liners refuse required certificates. Inform Association. Letter follows, Manchester Chamber."

I am to add that the word "January" is supposed by the Committee to have been substituted in error for "February".—I have, &c.

FREDERICK NOEL-PATON, Secretary.

BOMBAY CHAMBER OF COMMERCE, 30th January 1902.

The SECRETARY, MANCHESTER CHAMBER of COMMERCE, Manchester.

DEAR SIR,—I am directed by the Committee of the Bombay Chamber of Commerce to acknowledge the receipt of your telegram dated 22nd instant, and to hand you a copy of a letter in which they communicated to the Bombay Native Piece-Goods Merchants' Association the text of your message.—I have, &c.,

FREDERICK NOEL-PATON, Secretary.

BOMBAY NATIVE PIECE-GOODS MERCHANTS' ASSOCIATION.

BOMBAY, 4th February 1902.

No. 570.

To the SECRETARY, BOMBAY CHAMBER OF COMMERCE, Bombay.

DEAR SIR,—With reference to your letters, dated the 9th January 1902 and 24th January 1902, we beg to inform you that the same were put before the General Meeting of our Association held on the 1st instant, and it has been resolved to postpone the matter till the arrival of the letter from the Manchester Chamber of Commerce as stated in their telegram.—I have, &c.

JAITHABHAI WALJEE,
KALIDAS MULCHAND, } Joint Hony. Secretaries.

The JOINT HONY. SECRETARIES, BOMBAY NATIVE PIECE-GOODS MERCHANTS' ASSOCIATION.

BOMBAY CHAMBER OF COMMERCE, 12th February 1902.

DEAR SIRS,—I am directed by the Committee of the Bombay Chamber of Commerce to hand you herewith a copy of a letter received from the Manchester Chamber on the subject of the Notice issued by your Association on the subject of Carrier Certificates.—I have, &c.

FREDERICK NOEL-PATON, Secretary.

The SECRETARY, CHAMBER of COMMERCE, Manchester.

BOMBAY CHAMBER OF COMMERCE, 20th February 1902.

DEAR SIR,—I am directed by the Committee of the Bombay Chamber of Commerce to acknowledge the receipt of your letter of the 22nd January on the subject of the Bombay Native Piece-Goods Merchants' Association's Notice regarding non-recognition of Carriers' Certificates.

A copy of that letter was duly communicated to the Bombay Native Piece-Goods Merchants' Association, and it is hoped that they will recognise the impracticability of their proposal.—I have, &c.

FREDERICK NOEL-PATON, Secretary.

THE MANCHESTER SHIP CANAL COMPANY.

GENERAL SUPERINTENDENT, DOCK OFFICE,

MANCHESTER, 27th February 1902.

CERTIFICATES OF ARRIVAL AT THE MANCHESTER DOCKS, OR WATER STREET WAREHOUSE, OF MANCHESTER GOODS FOR SHIPMENT TO BOMBAY.

DEAR SIR,—Referring to the discussion which took place recently at a Meeting of the Manchester Chamber of Commerce respecting their correspondence with the Bombay Chamber on the question of certificates for Manchester goods delivered for shipment to Bombay by the Bombay Conference Steamers, I have now to inform you that it has been arranged that on and after the 1st proximo this Company will be prepared to give, when requested, certificates of arrival, on forms, copies of which are attached hereto, *viz.*:—

(*a*) For goods delivered at the Manchester Docks for shipment to Bombay.

(*b*) For goods delivered at the Ship Canal Water Street premises for shipment to Bombay.

The certificate forms are to be provided by the various Firms of Shippers, who must insert the necessary particulars and deliver the forms as follows :—

When goods are sent to the Docks the certificates, if posted, should be addressed Mr. William Browning, Dock Traffic Superintendent, Trafford Road, Salford, or the envelopes enclosing the certificates similarly addressed can be left at the Head Office, 41, Spring Gardens, or the Royal Exchange Office, Manchester, from whence they will be forwarded to Mr. Browning.

When goods are sent to the Water Street premises, the certificates, if sent by post, should be addressed to Mr. Frederick Holt, Manchester Ship Canal, Water Street, Manchester, or the envelopes enclosing the certificates similarly addressed can be left at the Ship Canal Co.'s (Bridgewater Department) Office, 11, Albert Square, from whence they will be sent to Mr. Holt.

Each certificate will be checked, signed, and returned with the least possible delay to the address given at the foot of the certificate.—I have, &c.

E. LATIMER.

(*a*)

MANCHESTER_____

This is to certify that the undernoted goods were delivered on the_____190 at the Manchester Docks for shipment to Bombay :—

_____

_____

_____

_____

_____

_____

To_____

_____

_____

_____

(*b*)

MANCHESTER_____

This is to certify that the undernoted goods were delivered on the_____190 at the Manchester Ship Canal Company's Water Street premises for shipment to Bombay :—

_____

_____

_____

_____

_____

_____

To_____

_____

_____

BOMBAY NATIVE PIECE-GOODS MERCHANTS' ASSOCIATION,

BOMBAY, 14th March 1902.

No. 8.

TO THE SECRETARY, THE CHAMBER OF COMMERCE, BOMBAY.

DEAR SIR,—Your letter, dated the 12th February 1902, having been put before the General Meeting of our Association held on 8th March 1902, it was resolved that no Carriers' Note will be accepted as proof of the date of shipment of goods indented but the date of the Manchester Ship Canal Company's Certificate, stating that the goods were delivered to them for shipment or the date of the bill of lading, the resolution to come in force for all indents sent from here on and after the first day of May 1902.

As per above resolution we beg to request you to confirm the same and to circulate it to all your members for their information and also communicate it to the Secretary to the Manchester Chamber of Commerce.

Yours faithfully,

JAITHABHAI WALJEE,
KALIDAS MULCHAND, } Joint Hony Secretaries.

BOMBAY CHAMBER OF COMMERCE, 27th March 1902.

THE JOINT HONY. SECRETARIES, BOMBAY NATIVE PIECE-GOODS MERCHANTS' ASSOCIATION, BOMBAY.

DEAR SIR,—I am directed by the Committee of the Chamber of Commerce to acknowledge the receipt of your letter of the 14th instant, on the subject of Carriers' Notes, and to say that as those terms involve conditions which must naturally be a matter of individual settlement between buyer and seller, it does not fall within the province of the Chamber to confirm them or circulate them to persons who might fall within either of those categories. They have, however, pleasure in forwarding copies of your letter and of this reply to the Manchester Chamber of Commerce for their information.—I have, &c.

FREDERICK NOEL-PATON, Secretary.

BOMBAY CHAMBER OF COMMERCE, 8th April 1902.

THE SECRETARY CHAMBER of COMMERCE, MANCHESTER.

CARRIERS' NOTES.

DEAR SIR,—With reference to correspondence ending with my letter of the 20th February, I am directed to forward, for your information, a copy of a further letter received from the Bombay Native Piece-Goods Merchants' Association on the above subject, together with a copy of my Committee's reply.—I have, &c.

FREDERICK NOEL-PATON, Secretary.

CHAMBER OF COMMERCE, MANCHESTER, 10th April 1902.

THE SECRETARY, CHAMBER OF COMMERCE, BOMBAY.

SHIPMENTS TO BOMBAY FROM MANCHESTER AND SHIP CANAL CERTIFICATES OF DATE.

DEAR SIR,—I thank you on behalf of this Chamber for your communication of 20th February, acknowledging mine of 22nd January, and expressing the hope that the Bombay Native Piece-Goods Merchants' Association would now recognise the impracticability of the proposal put forward in its circular of 1st January.

I enclose a copy of the circular letter issued by the Manchester Ship Canal Company to Manchester shippers, setting forth the arrangements made for granting certificates of date of shipment. The circular was published in the *Manchester Guardian* and *Manchester Courier* of Friday, 28th February, and probably you would see it when the mail of that date reached Bombay.

I am now instructed to ask you to be so good as to represent to the Bombay Native Piece-Goods Merchants' Association the desirability of formally withdrawing its notice of January 1st.—Yours, &c.

ELIJAH HELM, Secretary.

BOMBAY CHAMBER OF COMMERCE, 8th May 1902.

THE SECRETARY, MANCHESTER CHAMBER of COMMERCE, MANCHESTER.

SHIPMENT TO BOMBAY FROM MANCHESTER AND SHIP CANAL CERTIFICATES OF DATE.

DEAR SIR,—Since addressing you on the 8th ultimo, the Committee of the Bombay Chamber of Commerce have been favoured with your communication of the 10th idem.

2. I am to thank you for a copy of the Circular letter issued by the Manchester Ship Canal Company to Manchester shippers setting forth the arrangements made for granting certificates of date of shipment.

3. The Committee understand that the notice previously issued by the Bombay Native Piece-Goods Merchants' Association, namely, that Carriers' Notes would not be accepted as proof of shipment, &c., has not been given effect to, and they do not therefore think it necessary to take any further action in the matter at present.—I have, &c.

FREDERICK NOEL-PATON, Secretary.

APPENDIX OO.

DELHI PIECE-GOODS ASSOCIATION.

RULES FOR SURVEYS AND ARBITRATIONS ON PIECE-GOODS. AS AGREED UPON BETWEEN THE IMPORTING HOUSES AND THE NATIVE DEALERS OF DELHI.

I. Buyer and Seller to have the option of nominating a European or a Native merchant as surveyor.

II. Partners, Agents, or Representatives of any Importing Firm, established in Delhi, and recognised by the PIECE-GOODS ASSOCIATION shall be eligible to act as surveyors or arbitrators.

Native surveyors are to be chosen from the following merchants of Delhi for the period of one year from 30th April 1899 :—

Lala Ganesh Das	of Messrs.	Banarsi Das & Daya Shankar.
„ Sanahi Ram	„ „	Jodh Raj Jai Narain.
Sheikh Alladea	„	Sheikh Alladea & Sons.
Lala Ram Pershad	„ Messrs.	Ram Dayal Bansidhar.
„ Ram Lal	„ „	Ram Lal Bala Baksh.
„ Pursram	„ „	Pretam Das Nand Ram.
„ Jai Narain	„ „	Jugal Kishore Jai Narain.
„ Mulchand	„ „	Mulchand Ghamandi Lal.
„ Kundan Lal	„ „	Ganeshi Lal Kundan Lal.
„ Permeshri Das	„ „	Ram Dayal Thakur Das.
„ Banarsi Das	„ „	Huttu Mal Banarsi Das.
„ Dowlat Ram	„ „	Lallamul Sangam Lal.
„ Bakshiram	„ „	Sardar Mal Phulchand.
Sheikh Mahomed Ibrahim	„ „	Hafiz-ul-la Mahomed Ibrahim.
Lala Sawal Das	„ „	Leikhraj Girdhari Lal.
„ Sri Lal	„ „	Sanahi Ram Ghansham Das.
„ Gajanand	„ „	Maha Dayal Kalu Ram.
„ Luchmi Narain	„ „	Ganpat Rai Luchmi Narain.
„ Chhutka Mal	„ „	Kirpa Ram Chhutka Mal.
„ Dwarka Das	„ „	Gumani Lal Dwarka Das.

III. The Committee of the DELHI PIECE-GOODS ASSOCIATION will be composed of four Europeans elected by the DELHI PIECE-GOODS ASSOCIATION, and four Natives elected by the Delhi Hindoostani Mercantile Association, and this Committee will appoint one of its European members to be Chairman who will have a casting vote which will be exercised only in the event of an equality of votes.

Three Europeans and three Native Members to form a quorum.

IV. Should the two surveyors chosen by buyer and seller be unable to agree as to the nomination of an umpire, the buyer or seller shall ask the Committee of the DELHI PIECE-GOODS ASSOCIATION to appoint one from the Committee by vote.

Or the Committee as a body may act as umpire.

V. Committee's fees to be as follows :—

Rs. 40 from buyer.

Rs. 40 from seller.

One fee to be returned to the party gaining the award.

The fee of Rs. 40 to be equally distributed among the members present.

The fee must be deposited with the Honorary Secretary before the arbitration can be held.

VI. Should the two surveyors chosen by buyer and seller not appoint an umpire, either buyer or seller may appeal to the Committee within 15 days of the date of original surveyors' reports, depositing at the same time the necessary fees.

An intimation shall then be sent by the Honorary Secretary to the other party by registered letter to the effect that should he not within 8 days also refer the dispute to the Committee and produce all relative samples and papers the case will be decided *ex-parte* without further notice to him, upon samples and papers produced by the party appealing.

The party appealing shall guarantee the fees even though the award may be in his favour.

VII. In the event of it being proved to the satisfaction of surveyors that the seller had previously offered an allowance in settlement of the buyer's claim equal to or more than the allowance granted by the surveyors or arbitrators, then the whole cost of the survey shall fall on the buyer. On the other hand if it be proved to the satisfaction of the surveyors that the buyer had offered to accept an allowance equal to or less than the allowance decided on by the said surveyors or arbitrators, then the whole cost of the survey shall fall on the seller.

VIII. The award of the umpire whether chosen by the surveyors or by the Committee or of the Committee as a body shall be final and conclusive, and the decision need not necessarily coincide with the opinion of either of the two surveyors.

The Code of Civil Procedure relating to arbitrations shall be applicable to such arbitration, these provisions being an absolute bar to any suit or legal proceedings otherwise than for the enforcement of the award in respect of all matters so agreed to be the subject of reference.

IX. Any arbitrator or umpire having an interest in the matter under reference shall be disqualified from acting on such survey or appeal, and the Committee may nominate a substitute in his stead from the Association.

X. All contracts must bear the seal of the DELHI PIECE-GOODS ASSOCIATION without which no contract will be recognised by the Association.

Contract forms can only be procured from the Committee.

These new rules for survey to come into force from 1st July 1897.

The following gentlemen form the Special Committee for the period of one year :—

W. Wilson, Esquire, *Chairman.*

James Currie, Esquire.	Lala Dowlat Ram.
V. Keel, „	„ Sanahi Ram.
W. D. Young, „	„ Ganesh Das.

Lala Banarsi Das.

The above Committee as also the surveyors shall retire and be voted for annually on the 30th April of each year, but are eligible for re-election.

Firms recognised by the Delhi Piece-Goods Association desiring to join the Association after the 1st July 1897, to be voted for by the members of the Committee and to be elected by a majority of votes.

The disputes of Importing Houses not permanently established in Delhi, also of those who are not members of this Association, cannot be recognised by this Association.

XI. Indent Forms used by the Association shall in addition to the stamps of the Association have written on them, the name of the Firm to whom they are supplied also the date on which they are issued.

XII. Importing Firms who are members of the Delhi Piece-Goods Association, agree not to do business with any Native Dealer who is not recognised by the Delhi Hindoostani Mercantile Association.

XIII. Any member of this Association or of the Delhi Hindoostani Mercantile Association disputing the award of the Committee thereby forfeit their rights as a member of either Association.

Clause 15 of the contract to read as follows :—

XIV. All disputes or objections regarding this contract must be referred to arbitration in Delhi as provided for in the agreement between the European Piece-Goods Merchants and the Delhi Hindoostani Mercantile Association, whose decision shall be binding and conclusive (excepting when I (we) refuse to accept and (or) pay the Draft in which case the goods may be surveyed at the Port of discharge).

If within 20 days (should the 19th or 20th day be Sunday it will not count), after being requested by letter addressed to his or their usual place of business, either party fail to appoint an arbitrator or surveyor ready and willing to act, the decision of the arbitrator or surveyor appointed by the other party shall be in like manner binding on both parties, it shall be obligatory on the party requesting a survey to see that the same takes place within 20

days from the date of his letter asking for a survey, failing which he or they lose the right to a survey.

XV. All disputes or claims arising out of surveys or *ex-parte* surveys shall take precedence of all other business at Committee Meetings.

XVI. Should the Committee appoint one or two of its members to act as umpire the fee shall be Rs. 16 each.

The balance of the Committee fee of Rs. 40 to be placed to the funds of the Association.

XVII. Entrance fee from March 11, 1898, shall be Rupees one hundred.

XVIII. Monthly subscription for each member shall be Rupees two.

Ready Goods Contract.

XIX. This contract to bear the seal of the Delhi Piece-Goods Association as well as that of the Delhi Hindoostani Mercantile Association.

XX. All disputes regarding this contract to be settled in Delhi according to the terms of the Indent and the Bye-Laws of the Delhi Piece-Goods Association applicable to ready goods.

XXI. Should any firm established in India whose Head Office is not in Delhi wish to become members of this Association, if elected by the Committee, the said firm shall be considered members only so long as the said firm keeps an office in Delhi with a responsible representative in charge, who shall have full power of attorney to sign for any allowance or award that may be given against them either by surveyors or by the Committee. Such power must be sent to the Honorary Secretary for registration.

XXII. Any firm whose application for membership has been laid before the Committee and after being duly considered refused, the said firm shall not be eligible for re-election for a period of six months from the date of refusal.

JAMES CURRIE, Honorary Secretary.

Delhi, November, 1899.

Resolutions passed at the following Committee Meetings of the Delhi Piece-Goods Association.

Meeting held on 28th November 1899.

That buyers have the option to cancel if the over yardage or under yardage is in excess of the prescribed margin, but in no case can a buyer claim to receive over yardage without payment nor can he claim damages for under yardage.

Meeting held on 15th December 1899.

The attention of Importers to be called to Rule XII and to be reminded that the Committee will not recognize contracts entered into with dealers who are not members of the Delhi Hindoostani Mercantile Association, and that it is out of order for them to use Association's Indent Form with such dealers.

Meeting held on 22nd April 1901.

Resolved that on account of the great amount of work and the great tax on the time of the Committee, that the Entrance Fee be from this date raised from Rs. 100 to Rs. 300, with rider that applications now on file received before this date be considered in Committee independently and if passed to be on the Rs. 100 Entrance Fee.

Passed unanimously.

Proposed by Lala Ganesh Dass and seconded by Mr. F. C. Waller, that the Members of the Committee be paid Rs. 16 each for each meeting they attend including the present meeting. Passed.

Resolved that from this date no appeal will be entertained by the Committee unless accompanied by the Committee Fee of Rs. 40, and the Honorary Secretary to return the papers, &c., without entering on file, unless accompanied by Survey Fees.

F. C. WALLER, Honorary Secretary,

The Delhi Piece-Goods Association.

INDENT NO.

CODE WORD..... Delhi, 190 .

TO MESSRS.....

DEAR SIR,—I (We) hereby agree to purchase from you the undermentioned goods at the limits and terms stated below, and for re-imbursement I (we) authorize you or your correspondents to draw

upon me (us) at 30 days' sight with all relative shipping documents attached for payment, which drafts I (we) engage and bind myself (ourselves) to accept on presentation and pay at maturity, notwithstanding any objection I (we) may have regarding or on account of any variation whatever from terms of the Indent such objections to be settled by arbitration as provided for below, Drafts to be payable at.....

2. Drafts to be drawn in sterling against sterling limits and in Rupees against Rupees limits.

3. Should I (we) fail to accept the draft on presentation and (or) fail to pay at maturity I (we) hereby authorize you or your agents to sell the goods by public auction or private sale when and where you like after having given me (us) 10 days' notice of your intention to do so, and I (we) bind myself (ourselves) to make good to you any loss or deficiency sustained through my (our) default, including all charges and interest at 9 per cent. per annum, I (we) waiving all claim to profit should there be any. In case of public auction printed notices of sale to be distributed in the Delhi market at least 10 days before sale.

4. It is distinctly understood, that if my (our) offers are "Free Indian Harbour" no interest is to be charged by you up to due date of drafts ; but for orders on sterling C. F. I. terms interest at 6 per cent. per annum is to be charged from date of draft to approximate due date of arrival of remittance in London.

5. Goods to be shipped by steamer to.....

6. Insurance to be effected by you as usual, any claim against the Insurance Company will be recoverable by me (us) provided I (we) have retired the relative draft on or before due date. Should I (we) fail to retire the draft on due date I (we) forfeit all claims against the goods or against the Insurance Company. The amount of Insurance to be entered in Invoice.

7. Bill of Lading date shall be conclusive evidence as to date of shipment and seven days' delay in shipment shall not cancel the contract. If the goods or any portion thereof are shipped prior to the time stipulated I (we) shall have no right to reject the same, but shall accept them with an extension of the due date of payment corresponding to the period that the goods are shipped prior to the time contracted for, but no interest is to be charged for such interval of extension. With reference to goods ordered with shipments extending over two or more months, the first or any shipment being

late or the omission of any shipment or shipments shall not vitiate this contract, each shipment to be taken as a separate contract. Bill of Lading date to be entered in Invoice.

8. I (We) do not hold you responsible for late shipment, non-shipment, or non-delivery arising from strikes, lock-outs, or accidents at factories, bankruptcy or failure of your manufacturers or suppliers, or for non-arrival or late arrival from perils of the sea, quarantine, or stoppage in the Suez or Manchester Canal. Should any portion of the goods not be shipped from causes other than those above mentioned, notice of such delay must be given to me (us) within three days from extreme time of shipment and it shall be my (our) option within three days after receipt of your notice either to cancel such late portion or to extend time of shipment as requested, or you may ship the late portion at your own risk within two months after the time stipulated, and give me (us) the option of refusing or accepting the goods, and I (we) shall have no claim against you for late shipment. In case of non-delivery excepting for above reasons, I (we) hold you responsible to pay me (us) whatever damages may be assessed by arbitration as provided for below.

9. Representing patterns to be delivered to me (us) as far as possible with the Invoice, but should the patterns be lost through any accident you must deliver duplicates before due date of draft, failing which you must extend due date of draft to the date of receipt of such duplicates by me (us), and no interest will be charged during the period of extension.

10. First half of month means 1st to 15th. Second half means 16th to last day of month.

11. Goods sold "Per Piece" overlengths not to be charged for and underlength to be allowed for. For goods sold "per yard" a margin of 5 per cent. more or less of the total yardage ordered is allowed for variation in length. A margin of an Inch in 36 Inches more or less is allowed for variation in width of pieces, underwidth to be allowed for, however, and overwidths not to be charged for.

12. With regard to Indents sent by mail I (we) may request you within 15 days after date of Indent to wire cancelling the whole or any portion of same at my (our) cost. If the Indent has been placed by your correspondents before receipt of our telegram, I (we) shall accept the goods, but if the goods are bought by your correspondents after they receive our telegram, or if you fail to wire after being requested by me (us) in writing to do so, I (we) shall not be

responsible for the execution of the Indent or such portion as is so referred to.

13. If after receiving acceptance of any of the offers in this Indent you do not confirm same to me (us) but sell to some other buyer, I (we) hold you responsible to pay me (us) whatever damages may be assessed by arbitration in Delhi as provided for below, but should I (we) fail to increase my (our) limits to the prices demanded by your correspondents for any of these goods, you are at liberty to sell them in any way you choose.

14. No claim or dispute of any sort whatever can be recognised if not made in writing within 60 days from due date of draft.

15. All disputes or objection regarding this contract must be referred to arbitration in Delhi as provided for in the agreement between the European Piece-Goods Merchants and the Delhi Hindoostani Mercantile Association whose decision shall be binding and conclusive (excepting when I (we) refuse to accept and (or) pay the Draft, in which case the goods may be surveyed at the Port of discharge by the Chamber of Commerce). If within 20 days (should the 19th or 20th day be Sunday it will not count), after being requested by letter addressed to his or their usual place of business, either party fail to appoint an arbitrator or surveyor ready and willing to act, the decision of the arbitrator or surveyor appointed by the other party shall be in like manner binding on both parties, it shall be obligatory on the party requesting a survey to see that the same takes place within 20 days from the date of his letter asking for a survey, failing which he or they lose the right to a survey. If an allowance of ten per cent. or more be granted by arbitrators it shall be optional on my (our) part either to take the goods with the allowance offered or to cancel.

16. It is distinctly understood that offers if accepted by telegram are subject to revision and confirmation by mail only if any mistake has been made in the telegram.

17. Unless otherwise stated below it is understood that orders sent by telegram have to be replied to by you within 8 days, and if sent by mail within 60 days from date of Indent, after which period it shall be my (our) option either to cancel or extend the time for reply.

18. This contract is between you and me (us) as principal dealing with principal.

Indentor——————————————

APPENDIX PP.

TOWN DUTIES.

MUNICIPAL COMMISSIONER'S OFFICE, BOMBAY, 7th July 1902.

No. 10104 of 1902.

FROM W. D. SHEPPARD, ESQUIRE, I.C.S.,

AG. MUNICIPAL COMMISSIONER FOR THE CITY OF BOMBAY.

TO THE SECRETARY, CHAMBER OF COMMERCE.

SIR,—I have the honour to forward herewith a copy of the Municipal Secretary's letter No. 2225 of the 3rd instant, and, as desired therein, to request the Chamber to favour me with such remarks as they think fit on the accompanying Memo. No. 6244 of 26th March 1902, from the Revenue and Refund Officer of the Municipality.—I have, &c.

W. D. SHEPPARD, Ag. Municipal Commissioner for the City of Bombay.

No. 2225 of 3-7-1902.

TO THE MUNICIPAL COMMISSIONER.

SIR,—I have the honour, by desire of the Committee appointed by Corporation Resolution No. 725, dated the 22nd April 1901, to report on the Town Duty Refund Rules, to request that you will be so good as to forward to the Bombay Chamber of Commerce a copy of the Revenue and Refund Officer's Memo. No. 6244 of 26th March 1902, and to invite any remarks which the Chamber may wish to offer on Mr. Pearson's criticisms of their letter, and forward the Chamber's reply with your own observations to the Committee for information.—I have, &c.

M. N. WADIA, Municipal Secretary.

Letter No. 9036, dated the 21st October 1901, from the Municipal Secretary, to the Municipal Commissioner :—

"With reference to your memorandum No. 16946, dated the 23rd September 1901, forwarding, for the information of the Committee, copy of a letter to your address, dated the 5th September 1901, from the Secretary, Chamber of Commerce, on grain duties in Bombay, I have the honour, by desire of the Committee, to request that you will be so good as to obtain and forward to the Committee

at an early date, together with your own remarks and suggestions, the remarks of the Revenue and Refund Audit Officer on the arguments advanced and suggestions made by the Chamber.

2. I am further to request that you will be so good as to have the figures given by the Chamber carefully verified and to supply the Committee with the Custom House figures of the *weight and value* of each dutiable article imported and exported in the last ten years, together with the amount of duty received and the refunds granted, and explanations of any striking disproportions in the figures of revenue and refund as compared with the figures of exports and imports."

Letter from the Commissioner, No. 2244, dated the 24th April 1902, to the Municipal Secretary :—

"With reference to your letter No. 9036 of the 21st October 1901, I have the honour to forward herewith a copy of report, No. 6244 of the 26th ultimo, from the Revenue and Refund Audit Officer on the subject, and to state that I have no further remarks to offer."

Memorandum No. 6244 of 26th March 1902, from the Revenue and Refund Officer, to the Municipal Commissioner.

For reasons that will be explained later on it is not possible to obtain the precise quantities and values of the imports and exports of goods liable to Town Duty from the Custom House and Railway Statistics.

2. The Chamber of Commerce allege to have made "an exhaustive study of the working of the Town Duties," which has enabled them to perceive two serious results as issuing from the operation of "certain of the bye-laws," *viz.* :—

(1) that the Municipality is deriving a much larger revenue from Town Duties than it is entitled to, and is also paying far less refunds than it should, with the effect of imposing on trade in transit a burden of something like one per cent., and

(2) that these bye-laws or rather the bye-law which requires the production of the Town Duty Bill in support of the claim for refund is responsible for alleged "extensive irregularities" and "corrupt practices" on the part of Chittiwallas.

The undersigned begs to demur to both these views and will discuss each separately.

3. With regard to the first it may, in the first place, be pointed out that the burden of something like one per cent. is not borne out even by the Chamber's own figures. The burden meant is obviously the difference between the last two ratios in the Chamber's para. 7, and this works out to ·71, or *less than* ¾ *per cent.* The point the undersigned wishes to impress is that where vigorous protests turn upon such minute percentages, it is a distinct exaggeration to call less than ¾ths "something like one."

4. In the next place the Chamber in construing this percentage as an imposition on trade seem to have proceeded upon the theory that if the ratio which the total refunds allowed bear to the total *value* of the exports is smaller than the ratio which the total amount of Town Duty levied bears to the total *value* of the imports, then the difference must represent the extent of the so-called imposition. This is a pure assumption which, as will be explained below, is not only wholly unwarrantable, but is also based upon figures that are incorrect, irrelevant and delusive.

5. The Chamber make use of two sets of figures, *viz.*, (1) of Town Duty Revenue, Refunds, &c., and (2) of values of imports and exports. With regard to the former, which are embodied in the table given in their para. 5, this table has been taken from the Annual Reports of the Chief Accountant, but, for the Chamber's purposes, its elements should have been differently arranged. The closing balance should not be added to the Refunds, but should be deducted from the Revenue, since it represents the amount of *Collections* remaining unpaid into the Municipal Treasury on the last day of every year.

6. Also the amount shown as revenue in this table needs alteration. The Chamber deduct from this the sum of Rs. 30,000, being the ten years' average of the sum of Rs. 3,00,000 shown in the Annual Report for 1899-1900 as being *roughly* the amount of certain claims kept in abeyance in that year, but which were admitted in the following year. The actual amount came to about Rs. 1,63,000, and even of this amount no adjustment would be necessary, such as the Chamber have made, but for the fact that the ten years they have chosen for comparison stop at 1899-1900. But assuming that an adjustment is necessary, it is not correct to *deduct* the sum from the *gross revenue*, but to *add* it to the *refunds*. The Chamber's figure of Revenue should therefore be enlarged by restoring to it the Rs 30,000

deducted by them, while their figure of Refunds should be increased by Rs. 16,300.

7. The above alterations being made, the gross Revenue and the Refunds would stand respectively at Rs. 19,06,554 and Rs. 9,42,977, and these figures would have to be substituted in the Chamber's paras. 5 and 7.

8. With regard to the *values* of imports and exports which the Chamber sets down at Rs. 9,99,52,939 for import and Rs. 7,92,68,810 for exports at the averages of 10 years, the minor inaccuracies may be first disposed of. These are (1) the inclusion in the values of imports by sea of those of "Spirits contained in Drugs," of "Spirits contained in Perfumes," and of "Methylated Spirits," none of which articles is liable to Town Duty, (2) the omission of certain values through inadvertence, and (3) the spreading over all the ten years, in averaging, the values that were available for only a few of them. These minor errors being rectified, the values of imports and exports stand at Rs. 9,93,67,932 and Rs. 7,93,23,566, respectively. But there are important considerations, including other important sources of error, which render these values of no avail whatever for such comparisons as have been based upon them.

9. The first and most fatal objection is that the ratio of Town Duty Revenue to value of imports forms no criterion whatever of the ratio that the Town Duty Refunds should bear to value of exports. With the single exception of Timber, on which Town Duty is levied according to value, all the other articles pay the duty according to quantity. If a case of brandy, for instance, is imported worth Rs. 10 and another case worth Rs. 100, each containing 2 gallons, each would have to pay the same amount of duty, *viz.*, annas 8. If these two cases be assumed, for the sake of argument, to form the total imports of a given year and if one of them is re-exported, the ratios would show the very widest divergence according as the one or the other case is re-exported. Supposing the one worth Rs. 10 is despatched, the position would be as follows :—

Value, Imports, Rs. 110 ; Revenue, Re. 1 ; Ratio, Revenue to value of Imports, ·90%

Value Imports, Rs. 10 ; Refunds, Re. 0-8 ; Ratio, Refunds to value of Exports, 5%

If, on the other hand, the case worth Rs. 100 were despatched, the following would be the result :—

Value, Imports, Rs. 110 ; Revenue, Re. 1 ; Ratio, Revenue to value of Imports, ·90%

Value, Exports, Rs. 100; Refunds, Re. 0-8; Ratio, Refunds to Value of Exports, ·50%

Would it be argued that in the latter case the Municipality laid an imposition on trade in transit to the extent of ·90 −·50=·40 per cent.? If so, then it would be equally right to say that in the other case the *trade* defrauded the *Municipality* to the extent of 5—·90=4·10 per cent. How far either inference can be called reasonable can well be imagined. Both the Municipality and the trade are equally innocent of having done any injury, the one to the other. Only the mistake lies in at all applying the test by value which has absolutely no relevancy here.

10. But when the intrinsic nature of these values and the mode in which they are derived are inquired into in detail, much wonder is excited as to how the Chamber should at all have been induced to accept these values or to base any conclusions on them.

11. In the first place the classifications of articles in the Custom House and in the Railway Returns, from which the Chamber have derived their figures, do not exactly coincide either with each other or with the Schedule of Articles appended to the Municipal Act on which the Bombay Town Duties are levied, for the obvious reason that these Returns are not made for the purpose of furnishing statistics in regard to these Town Duties, so that they do not necessarily contain separate headings for articles liable to these duties and for those not so liable, but often under the same heading both these are included. The following are some instances in point:—

(1) The Custom House Returns for some of the years under consideration have Confectionery, which is not liable to Town Duty, included under the Head of Sugar refined.

(2) The same Returns appear on inquiry to have always had Imitation (Bombay made) Ghee which is not liable to Town Duty included under Ghee.

(3) Several of the main heads in these Returns have a sub-head "Other sorts," and it is not possible to ascertain how much may be included in this that is not liable to Town Duty.

(4) The Railway Returns are far more confused. It is necessary to understand their system somewhat in detail. So far as this Office has been able to ascertain from inquiries, it appears that the Indian system of Railways

is divided for statistical purposes into Provinces, and that the Returns for these Provinces are not compiled by the Railway Companies, but by different Departments of Government: those for Bombay Presidency and Bombay Port being compiled by the Government Examiner of Railway Accounts. The Railway Companies furnish these Departments with particulars of quantities booked and received by them, and from these the Departments compile statistics both of quantities and values according to a sanctioned classification articles and according to rates fixed quarterly. The Compiling Office for Bombay gets the particulars of imports into Bombay from the Railway Audit Offices in the Bombay Presidency, while those of Exports are obtained (1) from the respective Railway Audit Offices of the Provinces to which the Exports are made and (2) from the Audit Offices in Bombay in respect of traffic passing on their own lines. Thus the statistics are not compiled on the spot by the carrying Companies themselves directly from goods received and sent out, but at various points of the statistical system, and a number of Railway Companies and Government Departments are concerned in the compilation. This seems to be done under the orders of the Government of India, and the Municipality can have no concern in the matter; but the point to be noted is that it so complicates the matter that there is practically little guarantee that the same article has always and by each Province been accounted for under the same heading. And, moreover, the authorized classification of articles is wholly unsuitable for purposes of statistics in regard to the Bombay Town Duties. This Office has been able to procure a copy of the complete classification list that has been brought into force from 1st April 1900, but a similar list for previous years, which are just those that are under consideration, is not available. This recent list is instructive, in that it shows numerous non-dutiable articles as grouped together with dutiable ones under the same heading. For instance, "Barley Sugar" and "Confectionery or Sweetmeats," which are non-dutiable, are included with other dutiable articles under the head of "Sugar, Refined" "Ladoos (Sweetmeats)" under "Sugar, Unrefined," "Essences, Perfumes," "Essences,

Flavouring," "Perfumed Spirit," "Methylated Spirit," "Spirit Caoutchoucine," &c., under "Liquors, Spirits of all sorts," "Wine, non-alcoholic, Ozo," under "Liquors, Wines," "Toddy" under "Liquors, all other sorts," &c., &c. Since separate figures for these articles are not available, there is no means of knowing what portion of the statistical figures relates to non-dutiable goods and what portion to dutiable. If this is the state of things under the recent classification, there is every reason to believe that the classification in force during former years must, if anything, have been more, not less, involved. Indeed, in that classification three whole classes of goods subject to Town Duty, *viz.*, flour, timber, and firewood, are entirely absent, having been included under the heads of "Provisions, other sorts," and "All other Articles of Merchandize."

It is simply superfluous to add that in these circumstances it is utterly impossible to extract from the statistical statements the precise quantities or values of these articles only which are liable to Town Duty. But the Chamber have seen fit on the one hand to adopt in their calculations all and sundry the entries appearing under headings that at all suggested liability to Town Duty, regardless of how many extraneous things were included therein, and on the other hand to be quite unconcerned about the absence from those statements of whole classes of goods, the particulars of which naturally do not figure in their (the Chamber's) calculations.

12. The next objection is still more serious, and has reference to the values of rail-borne goods, making those values undeserving of any consideration whatever. The Railway Companies do not value the goods they carry, they merely ascertain the weights, and the values are deduced for statistical purposes by the Government Departments, above referred to, according to what are called value-rates, by which are meant the average values of the different classified articles ruling in each Province during each quarter. These quarterly value-rates as determined for each Province or each Presidency are applied only to the *Exports* of the articles from that Province or Presidency. In the case of the Presidencies, although Statistics are compiled separately for the chief sea-port or sea-ports and for the rest of the Presidency, the *same* value-rate is fixed for

both in regard to each article. In the case of the Bombay Presidency and Bombay City the value-rates are furnished to the Compiling Office as follows:—

(*a*) For Indian articles of merchandize, by the Director, Land Records and Agriculture, Bombay.

(*b*) For Foreign articles, by the Collector of Customs.

(*c*) For brass, unwrought, by the Chamber of Commerce.

These rates, as said, are applied to the *Exports* only. To the Imports the rates applied are those determined by various other Officers for each of the Provinces from which the goods have been received. Rates (*b*) are determined by dividing the total value of the *Imports* of the article by sea into the City of Bombay during the quarter by the total quantity which such value represents. Rates (*c*) do not concern the present enquiry. It is not known how rates (*a*) are determined, nor also how the rates for the other Provinces are determined; but it is certain that one rate is determined for each article for the *entire Province*. Now it will be obvious that values so derived must be far from being accurate or even approximate. Goods of the same class when imported into Bombay are valued not at the rate then ruling in the City, nor at their invoiced values, nor at the rates ruling in the towns whence they come, but at such *average* rates as are calculated as ruling in respective *Provinces* in which those towns are situated; while, when the same goods are exported from Bombay, they are all valued at one rate, this rate being different from all the former ones. Such values may have other uses with which the Municipality is not concerned, but they certainly cannot be relied on for determining whether the incidence of Town Duties is or is not kept within proper limits. The method of determining rates (*b*) for Foreign articles is also calculated to give incorrect results. An illustration will make this clear: Brandies of various descriptions and values are imported into Bombay by sea in a given quarter. These are not accounted for separately in the Custom House Statistics, but are all shown together in the lump under the one head of "Brandy," and one value-rate is determined for that quarter for the entire class of Brandy. Exports from these will, no doubt, take place by rail, but not necessarily from every description. Some descriptions may not be exported at all, while of those that are exported the proportion of the Exports to the Imports will certainly not be the same in each case. Obviously, then, the application of the one value-rate to the whole of the Exports must give

highly inaccurate results. The matter is still further complicated by the fact that the Exports from the quantity imported in one quarter may take place either wholly during that quarter or may extend over that and one or many subsequent quarters. The whole thing is subject to the very widest fluctuations, and no precise calculations can be based upon values so derived.

13. But this is not all. Under the system of applying the value-rates, as it used to prevail till last year (and the present discussion is concerned with years previous to that), the values were rendered still more useless for the following reason :—*The quarterly rates used to be applied to annual quantities by deducing an average annual rate from the four quarterly ones and by multiplying this average into the total annual quantity.* The futility of this method has been recognized by the Government of India who, as per letter quoted in the Bombay Government Resolution in the Revenue Department (No. 25 of 3rd January 1901, copy herewith submitted), authoritatively denounce it as "wrong in principle" and proceed to say that, "owing to the fluctuations in trade activity and in prices, *the result as given in the accounts is frequently extraordinarily inaccurate,*" and further that "the arrangement is indeed *practically worthless.*" (The italics are the undersigned's.) Yet it is precisely upon these extraordinarily inaccurate and worthless data that the Chamber have founded their case.

14. To remedy the above defect in the method of valuation it is suggested in the Resolution alluded to that "a much closer approx-"imation to accuracy will be attained if it is superseded by a "system under which the value-rates for each quarter are multiplied "into the quantity of each article in that quarter: the sum of the "values thus obtained for each quarter will then form the value for "the year." But even this value will, for the reasons above explained, be still very far from being reliable, and in this connection the words of the Resolution, "a much closer approximation to accuracy," are highly significant, as denoting that Government, at least, do recognize that even after the proposed change has been introduced it will *not* be possible to attain perfect accuracy, and that therefore the values can at best be useful only for the roughest comparisons and for such definite calculations as of the extent to which Municipalities might be imposing burdens upon trade. Further comment is needless and unprofitable, since, as explained at the very outset, values have *no bearing whatever* on the question in hand.

15. What is really most important to consider is not the values, but the quantities, since, as already stated, the Town Duties are with one single exception leviable on quantity. The Chamber could not ignore the importance of this, and so do refer to the quantities but *without quoting a single figure.* They assert that "*it* "*must be borne in mind* that the quantities of the commodities im- "ported and exported, to which these values relate, do not tally "with the quantities on which the Municipality has collected Town "Duty and made refunds, respectively." Very naturally should this be so, when, for the several reasons already adduced, the precise quantities are not ascertainable from the Custom House and Railway Statistics. And there are other reasons besides, but the undersigned will deal with only one of them. Customs import duties are not levied on all the articles which are subject to Town Duty, "Grain and Pulse," for instance, being free. Naturally, therefore, the Customs Authorities are in such cases not so very particular in their Statistics as to the actual quantities imported. But the Port Trust having to levy the Town Duty on behalf of the Municipality, and being required under the Town Duty Rules to weigh the goods (except in cases where the Imperial Duty is also leviable, in which case the Customs quantity has to be adopted), make actual weighment, and if excesses are found over the weights declared by the importers, excess Town Duty has to be recovered. The quantity on which Town Duty is charged would thus necessarily be larger than that accounted for in the Custom House Statistics.

16. The Chamber next proceed to say that "specific analyses of "the trade in separate commodities have satisfied" them that the considerable differences between the quantities actually imported (meaning the Railway and Customs quantities) and those on which Town Duty is collected are "*mainly favourable to the Municipal* "*Revenue.*" Now although the examination of this question does not pertain to this Office, since this Office does not *collect* Town Duties, yet it is interesting to see whether and how far *this* statement of the Chamber is correct, even taking the Customs and Railway quantities *as they stand.* These are therefore contrasted in the following table with those on which Town Duties were levied. The only articles that at all admit of such tabulation are grain, sugar and ghee, for, in the case of flour, timber and firewood, Railway Statistics are, as already stated, not available, while in the case of wines, spirits and beer the same statistics give the quantities in maunds which is quite a delusive guide to the quantities in gallons :—

YEAR.	Imports of Grain.				Imports of Sugar.				Imports of Ghee.			
	As per Railway and Customs Statistics.	Quantities on which Town Duty was levied.	Excess of latter quantities over former.	Excess of former quantities over latter.	As per Railway and Customs Statistics.	Quantities on which Town Duty was levied.	Excess of latter quantities over former.	Excess of former quantities over latter.	As per Railway and Customs Statistics.	Quantities on which Town Duty was levied.	Excess of latter quantities over former.	Excess of former quantities over latter.
	Candies.	Candies.	Candies.	Candies.	Cwts.	Cwts.	Cwts.	Cwts.	Bombay maunds.	Bombay maunds.	Bombay maunds.	Bombay maunds.
1890—91	20,53,509	30,41,154	.....	12,355	20,78,274	18,49,226	.....	2,29,048	3,83,780	3,77,336	.....	5,444
1891—92	33,55,302	34,00,298	44,996	.....	15,10,293	12,46,178	.....	2,64,115	3,67,649	3,54,680	.....	12,969
1892—93	24,21,268	23,96,948	.....	24,320	16,35,298	14,80,265	.....	1,55,033	3,81,275	3,81,251	.....	24
1893—94	20,25,783	20,19,918	.....	5,865	17,37,328	14,65,662	.....	2,71,666	3,94,156	3,75,803	.....	18,353
1894—95	17,06,707	18,15,980	1,09,273	.....	18,17,331	16,22,000	.....	1,95,331	3,95,302	3,69,474	.....	25,828
1895—96	18,59,659	18,97,182	37,523	.....	18,56,540	16,31,869	.....	2,24,671	4,10,491	4,04,914	.....	5,577
1896—97	14,57,134	16,62,391	2,05,257	.....	17,22,040	15,37,840	.....	1,84,200	3,55,941	3,59,131	3,190	.....
1897—98	15,11,078	15,42,982	31,904	.....	23,49,940	19,10,225	.....	4,39,715	3,46,365	3,51,669	5,304	.....
1898—99	25,16,978	25,45,068	28,090	.....	21,63,101	17,95,502	.....	3,67,599	3,56,285	3,56,723	438	.....
1899—1900	32,81,063	31,77,858	.....	1,03,205	16,87,624	14,87,824	.....	1,99,800	4,25,941	4,14,276	.....	11,665

Whether the differences are *mainly favourable* to the Municipal Revenue or the reverse can be seen at a glance.

17. And moreover the allegation is on the face of it wholly incredible, for, in order to believe that merchants, with their eyes wide open, tamely and without demur pay Town Duty on larger quantities at the same moment that they pay to the same collecting Officer, the Railway or Port Trust charges, as the case may be, on smaller ones and that they have been doing this for years past, credulity must far exceed all reasonable bounds.

18. It will, the undersigned hopes, be admitted that it is needless to go into the further question of the alleged smallness of the quantities on which refunds are allowed as compared with the quantities alleged to be actually exported.

19. While thus the Chamber's complaint regarding the alleged imposition on trade is wholly founded on assumptions and not upon a single adduced figure or fact, and while therefore *their* case remains wholly unproved, there is, as has already been shown in the former proceedings, abundant testimony to show that the *Municipality* has from time to time been really imposed upon by unscrupulous persons, and therefore it has to exercise the greatest possible care how it sweeps away such safeguards, inadequate though they be, as exist at present.

20. This leads directly to the second complaint of the Chamber, *viz.*, as to the alleged connection of the "offending" bye-law with such "abuses" and "corrupt practices" of the Chittiwallas. Finding certain abuses referred to in the reports of this Office and of the Committee of the Corporation in the former proceedings, the Chamber forthwith conclude that the Rule which insists upon the identification of exported goods by means of import marks is the root of all these abuses. Such identification they consider as emphatically impracticable and this not in respect of any one article but in respect of all those on which Town Duties are levied. They accept as "perfectly sound" the contention put forward by the Grain Merchants' Association that "most of the grain being sold "by measurement" and re-packed before export, it is impossible to identify it with the grain imported, and this contention forms the basis of the whole of this part of the Chamber's protest. Now this "perfectly sound" argument has already been very greatly shaken by one of the Advocates of the Association itself, Dr. Viegas, who

in his minute on the complaint of the Association says (his penultimate para.):—"There is, however, one inaccuracy in the petition "of the Association, and that is that 'most of the grain is sold by "measurement,' whereas my enquiries point to about 25 per cent. of "the grain only being sold by measurement and the rest by weight." The Doctor does not state, however, how much of this 25 per cent. is exported and how much of that again is exported by *rail alone*, for exports of grain by sea are already exempt from the rule of identification. Thus, quite an infinitesimal fraction, if any, might perhaps be affected by the rule in question. But, as has already been explained in one of the previous reports of this Office, Rule V adequately meets such cases by providing for re-packing and re-marking under supervision of Town Duty Officers on payment of a small fee so that the refund may not be lost.

21. So much for grain. Now about the other articles. Leaving firewood, which is a non-identifiable article, out of account, since it is also one that is imported only for the use of the City and not for re-export, so that no difficulty arises about refunds, it will surely not be contended that any of the other articles is sold by measurement and the Chamber have not shown on what other grounds *their* identification is impracticable. Very rarely through other causes, such for instance as the making up of particular sizes of packages, as the Commissariat Department does, the articles may require to be transferred from the original packages into new ones, but Rule V always helps in such cases. In the case of none of the articles, therefore, is it true that the Rules impose an impracticable condition. And it must be remembered that in the Custom House, also, identification is an indispensable condition of the grant of drawback of Customs Duties. It would be positively anomalous, where refunds of both Imperial and Town Duties are claimable on one and the same article, to declare that article capable of identification in the one case but not in the other.

22. Further on it will be shown that the remedy which the Chamber themselves suggest necessarily involves identification by reference to the import bill. But before passing on to that matter it may be well first to examine the Chamber's treatment of the opinion expressed in this Office No. 4895 of the 15th February 1900, *viz.*, that if such frauds are possible in spite of such identification it can easily be imagined how much easier and how wide-spread their perpetration would become if this essential requirement were with-

drawn. The Chamber denounce this reasoning as "utterly unsound," since they hold the frauds to be the "*fruits* of a system which "imposes a nominal compliance with an impracticable condition." The undersigned does not understand *this* reasoning. What has this "nominal compliance," by which is only meant the supposed difficulty of identifying the exports of a *duty-paid* article with any particular imports of that article, to do with frauds which consisted in the passing off of *non-dutiable* articles, such as coccanuts, as sugar which is dutiable? The *cocoanuts* exported had not paid duty on import and had not to comply with an impracticable condition. If the "impracticable condition" were removed in the case of the dutiable article sugar, how would that prevent the misdescription of cocoanuts as sugar and the claiming of refund on the cocoanuts? On the contrary it is quite obvious that such removal would only encourage such frauds, for while in the one case misdescription alone would not suffice but a bill for duty paid must also be tendered, in the other misdescription would be the only thing necessary, thus making the commission of the offence easier. But even supposing the goods are correctly described, incorrect excessive weights might be certified, and in this direction, too, the import bill affords an exceedingly wholesome check. While, with identification, the refunds, even if all of them were fraudulent, could be obtained only up to the limit of the amount of the duty paid under the bill produced, without identification there would be practically *no limit* to such refunds. This Office was once told by a late well-known member of the Karachi Municipality that the refunds made by that Municipality in one year *largely exceeded* the collections, and this he had to admit was due to the absence there of the very safeguard the abolition of which is now advocated in the case of this Municipality. Here, too, the experiment could be tried, no doubt, but with, the undersigned feels sure, the same inevitable and disastrous result, and the step, once taken, will be hard to retrace.

23. The Chamber further suggest that efforts might be concentrated upon what, they consider, might be effectively accomplished, *viz.*, "the identification of exported goods as belonging to a speci-"fied class entitled to refund at a prescribed rate." This is easier said than done. It is not possible for the Municipality to retain its own establishment for collecting Town Duties and certifying exports. It has to depend upon its Agencies, the Port Trust and the two Railways. Rules do exist providing for the examination of

goods and for their identification as belonging to a specified class. But ways are found of disregarding these rules, not because of the impossibility of compliance with them, but in view to such possible illicit gains as the dealers can thus secure. This Office has on different occasions suggested the establishment of a Municipal Supervisory Staff to check the work done by the Agencies in question, and the matter is still pending before the Corporation. But even if such staff is entertained, their and the Railway and Port Trust Officials' efficient performance can only be ensured by, and safety must primarily be looked for in, wholesome documentary checks, not the least important of which is, as demonstrated above, that afforded by the import bills.

24. This check has another important significance too. The Chamber would have exported goods *identified* as belonging to a specified class "entitled to refund at a *prescribed* rate." They overlook the significance of what they themselves say. If the duty on a particular class of goods is enhanced, lowered, abolished or newly-imposed from the beginning of a year, and if, say, two months afterwards goods of that class are exported which may have been imported either before the above change or after, how are they to be *identified* as entitled to refund at the higher or the lower rate, or to no refund at all? The Chamber make no suggestions. What can be more obvious than that the import bill is the only proper medium for *identifying* the goods in that way? And so, unconsciously, the Chamber themselves do recognize the importance of the bill.

25. After propounding a scheme that is calculated to do wholesale injury to the Municipal Revenue, the Chamber of Commerce promise the offer of their suggestions for supplementing the revenue, *should* they see reasons to apprehend that their proposals placed the Municipality in any real predicament, but the undersigned hopes to have made it sufficiently clear that there is precisely that danger to be feared from such experiments as the Chamber ask the Municipality to make, and that if any reform is seriously thought of as demanded by the existing state of things, such reform should be sought for, not in the removal of wholesome safeguards, but in the institution, as far as may be possible, of an organized Municipal check over the work done on behalf of the Municipality.

W. PEARSON,
Revenue and Refund Audit Officer.

BOMBAY CHAMBER OF COMMERCE, 23rd August 1902.

W. L. HARVEY, Esq., C.I.E., I.C.S., MUNICIPAL COMMISSIONER, Bombay.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce, I have the honour to acknowledge the receipt of the letter of the late Acting Commissioner, No. 10104, dated 7th July, covering a copy of a memorandum by the Revenue and Refund Audit Officer upon the subject of Town Duties.

2. In doing so I am to beg that you will refer to the letter addressed to the late Acting Municipal Commissioner by this Chamber on the 5th September 1901, and will be so good as to give your consideration to the matters therein set forth. My Committee addressed that letter in the confident expectation that it would receive the personal attention of the Commissioner for the time being. After 10 months' delay they have received, as sole reply to their representations, the memorandum alluded to which is forwarded without any indication that the Acting Commissioner had himself either entertained the representations made to him by this Chamber or considered the value of the arguments, by which his subordinates sought to rebut them. My Committee think that if you will be so good as to take their letter along with the memorandum in question, you will have no difficulty in seeing that such arguments as are used in the latter are not such as you would care even by implication to endorse.

3. The Committee therefore direct me to hand you a copy of a Report, in which the chief inaccuracies of the Municipal Memo. are touched upon. I am to say that the Report has their approval and that they hope it may be of assistance to you.

4. The matter is of great importance to the public; and as the Committee feel that no useful purpose would be served by further correspondence, I have the honour to express to you their hope that you will be good enough to appoint a day on which you could receive a small deputation on the subject.—I have, &c.

FREDERICK NOEL-PATON, Secretary.

BOMBAY CHAMBER OF COMMERCE.

MUNICIPAL TOWN DUTIES.

REPORT ON MUNICIPAL DEPARTMENTAL MEMORANDUM ON THE CHAMBER'S LETTER OF THE 5TH SEPTEMBER 1901.

1. The Chamber's letter contained only paras. 5, 6, 7 and 8 relating to figures, while the body of the letter was devoted to matters of principle not strictly dependent on those figures. On the other hand, of the 25 paragraphs contained in the Municipal memorandum nineteen and a table are devoted to discussion of questions of accountancy and procedure, some of which were touched upon in the Committee's letter, but many of which belong purely to executive issues. It will be seen further that such attempt as is made to handle the matters of principle alluded to is inadequate.

2. In para. 3 of the memorandum, reference is made to the computation of the Committee that the present system imposes on trade in transit in certain goods a burden of something like one per cent. The memorandum says :—"The burden meant is obviously the difference between the last two ratios in the Chamber's paragraph 7, and this works out at '71." This assumption is incorrect. The "something like one per cent." is composed of the '71 in question *plus* the sums absorbed, on the one hand, by the Chittiwallas and their associates, and spent, on the other hand, in the maintenance of staff for the collection of refunds. It was after careful consideration that the Committee made that statement as to the percentage of the burden imposed. The matter is one in which the opinion of the Chamber of Commerce, arrived at after careful study, will probably be allowed to prevail against that now opposed to it.

3. Para. 4 of the memorandum states that in the sequel an assumed contention of the Chamber has been confuted. It would probably not be well that the Committee should extend the area of discussion by debating any but the contentions they have actually advanced. But it is probably necessary to state clearly that the Committee has been unable to find in the sequel any passage in which any one of the contentions arrived at by their predecessors has been so much as shaken. Certainly,

paragraph 5, to which the writer of the memorandum apparently refers in particular, and in which objection is taken to the form of the table in paragraph 5 of the Chamber's letter, is singularly unhappy; seeing that the form of table is taken from the Annual Administration Report of the Municipal Commissioner (*see* page 80 of the said Report for 1899-1900) and is in the Chamber's letter expressly stated to have been so taken. As a matter of fact, the Committee would have preferred to omit all mention both of the opening and closing balances; but conformity to Municipal usage in the matter in no way affected the calculation of nett revenue desired. They therefore adopted the Municipal form, and the criticism now offered seems without point.

4. The criticism contained in para. 6 of the memorandum also seems unfortunate. In the last sentence of the Chamber's para. 5, it was mentioned that in the calculation of Revenue collected a deduction had been made in favour of the Municipality in respect of Rs. 3,00,000, which they had declared their intention of refunding after finding that the sum had been improperly retained. It is contended in the memorandum that "it is not correct to deduct the sum from gross Revenue, but to add it to the refunds." The Committee conceived, as is apparent from their original remarks on the subject, that they were acting generously towards the Municipality in ignoring a sum which the Municipality admitted ought not to have been retained (*see* Municipal Report, 1899-1900, page 245). The memorandum further states that of this three lakhs only some Rs. 1,63,000 have been actually refunded, and contends that the sum of Rs. 30,000 should therefore be restored to the gross Revenue and Rs. 16,300 should be added to the refunds. The idea seems to be that these charges would in some way help the defence; while as a matter of fact their nett result would be to swell the nett Revenue by Rs. 13,700, and by so much to strengthen the Chamber's argument. It is difficult to see how it could have tended to clearness to include in the figures any sums admittedly in dispute. There appears no reason to believe that the figure originally given by the Municipality was arrived at without good reason; and the figures, as they stand in the Chamber's original letter, are so far convincing that the Committee may well leave to the

Municipality the advantage objected to, and abstain from enquiry as to why Rs. 1,63,000 of the three lakhs recognised as refundable under the decision of the Court of Small Causes have been actually repaid.

5. In para. 8 (1) of the memorandum the only real inaccuracy in the Chamber's figures is indicated. The mistake, admitted by the writer of the memorandum to be of minor importance, arose from the lack of precision in the Municipal specification of the descriptions of spirit subject to Town Duty. It was moreover discovered by the Committee shortly after their letter had been forwarded to the Commissioner, and has been pointed out in the Annual Report of the Chamber, published some months ago. Items (2) and (3) in this paragraph, however, are pure assumption. Whether they are correct or not is not shown. Therefore the slight alterations of figures based upon them could not at present be admitted nor the general imputation of "other important sources of error" which are not specified, while those of admittedly "minor importance" are preferred for particularisation.

6. The "first and most fatal objection" to the Chamber's contention is stated to be that "the ratio of Town Duty to value of imports forms no criterion whatever of the ratio that Town Duty refunds should bear to value of exports." To prove this the following illustration is relied upon :—"If a case of Brandy is imported worth Rs. 10 and another case worth Rs. 100, each containing 2 gallons, each would have to pay the same amount of duty, *viz.*, annas 8. If these two cases be assumed for the sake of argument to form the total imports of a given year, and if one of them is re-exported, the ratios would show the very widest divergences according as one or other case is re-exported." It need scarcely be said that no deductions based, as those of the Chamber have been, on actual average total movements of given descriptions of goods, through a period of ten years, can be met by postulation of what is practically incredible. And this is "the first and most fatal objection" to the Chamber's contention.

7. Of the rest of the memorandum a great part is devoted to showing that the figures recorded in the various offices are not compiled for the purpose of such analyses as have been made by the Chamber, and to an attempt to found upon the difficulties attending all such analyses a contention that no reliable conclusions can be deduced. It is not pretended that statistical methods yield a perfectly exact result; but that is no reason why the broad truth to be deduced by these methods, in this or any other case, should be discarded.

8. In para. II (1) and (2) of the memorandum (as also in the Chamber's Report published some months ago) sugar and ghee are specified as items in regard to which the available statistics are peculiarly unsuitable; but this does not deter the writer of the memorandum from selecting these two commodities with one another, for the composition of a table designed to confute certain of the Chamber's conclusions. It is noticeable that, while he thus relies for proof upon the sets of figures which he has specially sought to discredit, the figures relating to the third and most important commodity (grain) clearly bear out the contention of the Committee.

9. Exception is taken to the fact that the Committee have, so far as possible, and with due precautions, converted the quantities of widely different commodities into the only common denominator—namely, money value. But the principle on which the limits of Town Duty for the various commodities are fixed under the Act (Schedule H) is patently that of securing, with regard to widely divergent values, an approximately uniform rate of taxation. The method pursued by the Committee was therefore the only one by which any useful conclusions could be arrived at as to the burden imposed on trade.

10. The rest of the memorandum contests the main conclusion of the Committee, which is that "the root of the abuses complained of is the By-law requiring the production of import marks as a preliminary to recovery of refund." The Committee in their last letter said:—"The Grain Merchants' Association represented to the Municipal Commissioner that it was not possible to comply in good

faith with this regulation." "No one who knows the condition of much of the Bombay grain trade would dispute the perfect soundness of that contention." There is here nothing about "most of the grain being sold by measurement;" but the writer of the memorandum imports into an ostensible quotation from the Committee's letter a phrase upon the subject which they did not use or allude to, and devotes a long paragraph to a demonstration against an argument which the Committee has not advanced. The Committee's statement of its contentions was perfectly clear.

11. Again para. 22 of the memorandum pretends to set forth and to deal with the specific recommendation of the Committee. The whole argument is here directed against an entirely suppositious recommendation that reform should consist only in abolition of the rule for the production of marks. The words of the Committee were:—"It would be wise on every account to abandon a provision that is notoriously a fiction, to eliminate all excuse for corruption, and to concentrate every effort upon that which may be effectively accomplished—the identification of exported goods as belonging to a specified class entitled to a refund at a prescribed rate."

12. In para. 23 of the memorandum this real recommendation of the Committee is objected to on the ground that "it is easier said than done": that certain ineffective provisions for such identification are in existence: and that others have on different occasions been proposed by the Department. These objections are mutually destructive. Most things are more easily said than done; and if proposals have been repeatedly made by the Department for amendment of the existing provisions for identification, it is to be assumed that the Department really recognises that they are capable of amendment.

FREDERICK NOEL-PATON, Secretary.

No. 15608 of 1902.

From W. L. HARVEY, Esq., C.I.E.,

To the SECRETARY, CHAMBER OF COMMERCE.

MUNICIPAL COMMISSIONER'S OFFICE, Bombay, 28th August 1902.

SIR,—With reference to your letter of the 23rd instant, I have the honour to state that I shall be glad to fix a day for an interview when I have had an opportunity of looking into the papers.—I have, &c.,

W. L. HARVEY,

Municipal Commissioner for the City of Bombay.

APPENDIX QQ.

TRADE RETURNS OF BOMBAY PRESIDENCY.

BOMBAY CHAMBER OF COMMERCE, 6th November 1902.

The COMMISSIONER OF CUSTOMS, SALT, OPIUM AND ABKARI, Bombay.

SIR,—It has been brought to the notice of the Committee of the Bombay Chamber of Commerce that in the Annual "Yellow Book" of the Trade and Commerce of Bombay for 1901-1902 the figures for the Port of Bombay are not, as in previous years, shown separately from those for Bombay Presidency. Under their instructions I have the honour to represent that this change has the effect of very greatly injuring the value and utility of the publication in question, and of virtually precluding the proper study of many of the most important questions relating to Bombay Trade. In Foreign Trade the difference between the figures for the Presidency and for the Port are in some cases small, and if this condition were a permanent one the abolition of the one set of figures would be comparatively unimportant. But in respect of Coasting Trade the difference between the figures for the Presidency and for the Port are enormous, and the former furnish no basis for deduction in regard to the latter. My Committee direct me to submit respectfully that when it is proposed to make any alteration in the form or scope of statistics on which all commercial bodies have to depend so largely they might fittingly be afforded an opportunity of expressing an opinion in the matter.

In the present instance I am to convey to you the earnest hope of the Committee that you may see your way to renewing publication of the figures in the form formerly given to them, and may repair the deficiency in respect of 1900-1901, in order that the work previously expended on these Returns may not be rendered nugatory so far as comparative purposes are concerned.—I have, &c.

FREDERICK NOEL-PATON, Secretary.

No. 6454 of 1902.

From the HON'BLE MR. J. POLLEN, LL.D., I.C.S., COMMISSIONER OF CUSTOMS, SALT, OPIUM and ABKARI.

To the SECRETARY to the CHAMBER OF COMMERCE, Bombay.

CALCUTTA, 30th November 1902.

SIR,—In reply to your letter, dated the 6th instant, on the subject noted in the margin, I have the honour to inform you that the matter appears to be one on which the Chamber should enter into consultation with the Director-General of Statistics, seeing that the form of the Statements in which the annual trade statistics are embodied is settled by that officer and is the same for all ports of India.—I have, &c.

Subject—Alteration in the form of statistics in the annual "Yellow Book" of the Trade and Commerce of Bombay for 1901-1902.

J. POLLEN,

Commissioner of Customs, Salt, Opium and Abkari.

BOMBAY CHAMBER OF COMMERCE, 10th November 1902.

The SECRETARIES, BENGAL, MADRAS AND KARACHI CHAMBERS OF COMMERCE.

DEAR SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce, I beg to wait upon you with a copy of a communication which has been addressed to the Commissioner of Customs, Salt, Opium and Abkari, Bombay, with reference to the Annual Statement of the Trade and Navigation of the Bombay Presidency. In the Statement for 1901-02, recently published, particulars regarding the Port of Bombay are not, as in previous publications, shown separately from those for Bombay Presidency. The Committee understand that this change in system has been adopted in compliance with instructions received from the Director-General of Statistics to the Government of India, and that it has been enforced in the other Presidency. I am directed to enquire if this is so, and whether the curtailment of similar Trade Reports in your Presidency has, as this Chamber's letter points out, had the effect of greatly injuring the value and utility of such publication.—I have, &c.

FREDERICK NOEL-PATON, Secretary.

BENGAL CHAMBER OF COMMERCE,

CALCUTTA, 24th November 1902.

No. 1567—1902.

The SECRETARY, CHAMBER OF COMMERCE, Bombay.

DEAR SIR,—I am directed by the Committee of the Bengal Chamber of Commerce to acknowledge receipt of your letter of 10th November, forwarding copy of a letter of 6th idem, addressed by you to the Commissioner of Customs, Salt, Opium and Abkari, Bombay, with reference to a recent alteration in the Annual Statement of Trade and Navigation of the Bombay Presidency, under which the trade figures for the port of Bombay are not, as in previous publications, shown separately from those of the Presidency. You enquire whether the same alteration has been made in the Trade and Navigation Returns for Bengal, and whether it has had the effect of injuring the value and utility of the publication.

I am desired to say, in reply, that a similar alteration has been made in the Bengal Trade and Navigation Returns. Although no complaints have so far been made with regard to it, the Committee agree with the Committee of your Chamber that the alteration is undesirable and detracts seriously from the value of the statistics. The changes were made without any reference to this Chamber, and I am addressing the Director-General of Statistics with regard to them in much the same terms as you have addressed the Commissioner of Customs.

Yours faithfully,

W. PARSONS, Secretary.

THE CHAMBER OF COMMERCE,

MADRAS, 21st November 1902.

The SECRETARY, CHAMBER OF COMMERCE, Bombay.

DEAR SIR,—With reference to your letter of the 10th instant, I beg to say that, in the Annual Volume of the Sea-Borne Trade and Navigation for 1901-02, the figures for the Port of Madras are still shown separately in the principal statements of foreign and coasting trade.—I have, &c.

H. BEAUCHAMP, Ag. Secretary.

No. 376 of 1902.

THE CHAMBER OF COMMERCE,

KARACHI, 5th December 1902.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—I beg to acknowledge receipt of your letter of 10th ultimo, enclosing copy of a communication addressed by your Chamber to the Commissioner of Customs, Salt, Opium, and Abkari, Bombay, on the subject of the curtailment of statistics in the Annual Report of the Trade and Navigation of the Bombay Presidency for 1901-02.

I am directed to state, in reply, that the Annual Report of the Trade and Navigation of the Province of Sind for 1901-02 has been similarly curtailed.

I am further to state that my Committee, concurring with the views of your Chamber that the absence of separate tables of statistics for the Ports, as distinct from those for the Presidency of Bombay and Province of Sind, will have the effect of very greatly reducing the value and utility of these Reports, are addressing the Local Government on the subject.—I have, &c.

C. H. CHETHAM, Secretary.

BOMBAY CHAMBER OF COMMERCE, 12th December 1902.

The DIRECTOR-GENERAL of STATISTICS,

GOVERNMENT of INDIA, Calcutta.

SIR,—Some time ago it was brought to the notice of the Committee of the Bombay Chamber of Commerce that, in the Annual "Yellow Book" of the Trade and Commerce of Bombay for 1901-1902, the figures for the Port of Bombay are not, as in previous years, shown separately from those for Bombay Presidency. The Committee thereupon communicated with the Commissioner of Customs, Salt, Opium and Abkari in Bombay, and are informed by him that any representations on the subject should be addressed to you.

They also communicated with the other leading Chambers in India and learn that a similar change in the Trade Statistics for Calcutta and Karachi has been made and that the Chambers in these Ports agree with my Committee in their view of the said change.

Under their instructions, therefore, I have the honour to represent that this change has the effect of very greatly injuring the value and utility of the publication in question, and of virtually precluding the proper study of many of the most important questions relating to Bombay Trade. In Foreign Trade the difference between the figures for the Presidency and for the Port are in some cases small and if this condition were a permanent one the abolition of the one set of figures would be comparatively unimportant. But in respect of Coasting Trade the difference between the figures for the Presidency and for the Port are enormous, and the former furnish no basis for deduction in regard to the latter. My Committee direct me to submit respectfully that when it is proposed to make any alteration in the form or scope of statistics on which all commercial bodies have to depend so largely they might fittingly be afforded an opportunity of expressing an opinion in the matter.

In the present instance I am to convey to you the earnest hope of the Committee that you may see your way to renewing publication of the figures in the form formerly given to them, and may repair the deficiency in respect of 1900-01, in order that the work previously expended on those Returns may not be rendered nugatory so far as comparative purposes are concerned. —I have, &c.

FREDERICK NOEL-PATON, Secretary.

GOVERNMENT OF INDIA, STATISTICAL DEPARTMENT,
CALCUTTA, 23rd December 1902.

No. 1941-42.

From the DIRECTOR-GENERAL OF STATISTICS,

To the SECRETARY, BOMBAY CHAMBER OF COMMERCE.

SIR,—I have the honour to acknowledge the receipt of your letter, dated 12th December 1902, regarding the curtailments recently made in the annual statement of the Trade and Navigation of Bombay, and to inform you that it has been laid before the Government of India.—I have, &c.

J. A. ROBERTSON, Offg. Director-General of Statistics.

APPENDIX RR.

SHORT-REELED YARN.

No. 4614 of 1902.

From A. F. MACONOCHIE, ESQ., I.C.S., DISTRICT MAGISTRATE and INSPECTOR of FACTORIES, Sholapur,

To F. NOEL-PATON, ESQ., SECRETARY of the CHAMBER of COMMERCE, Bombay.

SHOLAPUR, 24th July 1902.

SIR,—My attention was called, some months ago, to complaints of short-reeling of 20s yarn, alleged to be practised in the cotton-mills at Sholapur, to the wrongful detriment of other mills in adjacent districts. This count of yarn constitutes about 70 per cent. of the local output, being used for the manufacture of the coarse clothes worn by the mass of the population. Put shortly, the complaints amount to this :—that the weavers want the full number of 20 knots in a bundle of 20s yarn, but like a coarser thread than real 20s, as stronger and less liable to break in weaving ; it is, of course, impossible to give the full number of knots of thicker thread and full length without increasing the weight and consequently the cost ; but increased cost means diminution of profits if the price is not raised, while to raise the price means to lose the market ; that, accordingly to keep the weight and cost the same as those of real 20s, and at the same time meet the demand of the weavers for a coarser thread, the Sholapur mills make up as 20s yarns of lower counts, correspondingly reducing the length of the 840 hank ; the weavers see the full number of knots and a coarser thread, and are satisfied, not knowing or not caring that the length is deficient, and refuse to buy honest 20s of full length, saying that the thread is thin and weak ; and that in this way dishonest goods labelled with a false trade description oust honest goods from their natural local markets, where they have previously commended a legitimate popularity.

2. It seems to me that in a manufacture, in which, with the best machines, human agency is necessarily so largely involved, absolute exactness of production is impossible, and that fair approximation to fixed standards is all that can possibly be expected. As at present advised I am not satisfied that the Sholapur Mills deviate from the prescribed standards to a serious extent, or any more than most other mills in the Presidency. The yarn turned out by other mills is regularly examined by the managers here, and records of the results are kept, many of which I have myself scrutinised. In a great number, in fact, I believe I am correct in saying, in the majority of cases, the yarn sold as 20s turns out to be not exactly of that count, but coarser, or else mixed—some 20s, some 18s, some 22s, and so on. Both the brands known as "Horse Chop" seem certainly not to be exact 20s (even though they purport to be manufactured in England); while a sample from the Hubli Mill, the Secretaries and Managers of which are the chief complainants, turned out, amusingly enough, to be between 18s and 19s instead of 20s as it was labelled. It would seem, therefore, that they should put their own house in order before complaining of their neighbours. There is no doubt that Sholapur products have largely displaced theirs in their vicinity, but this is ascribed here to want of equality in thickness of their thread, due to inefficient management, in contrast to the steady uniform quality of the Sholapur yarn.

3. Not being an expert I am unable to offer an authoritative opinion, but, as anything that throws light upon the controversy must be of interest, I beg that the Chamber will have tested for me, by independent and thoroughly competent parties, the four bundles of yarn, products of the three Sholapur Mills, which I am sending you in a railway parcel, and for which I enclose the receipt-note. One is from the Sholapur Mill, one is from the Lakhshmi Mill, and two are from the Narsinggirji Mill. I selected them myself at surprise visits, last evening and this morning, from the stock put up for despatch, so there is no doubt that they are fair average samples. They are all marked as 20s. The two samples from the Narsinggirji Mill bear one a green, and the other a yellow ticket,

The green ticket is said to be used more for yarn sold here, the yellow for yarn sent to other districts. Some say that the green ticket covers a stouter thread. The result of the test will be interesting, and, when I get it, I shall be able to see, by comparison with the already recorded tests of the products of mills in other districts, whether the Sholapur Mills are so much in fault as has been alleged, and so much more to blame than their competitors.—I have, &c.

A. F. MACONOCHIE, District Magistrate.

No. 4751 of 1902.

From A. F. MACONOCHIE, ESQ., I.C.S., COLLECTOR of SHOLAPUR,

To F. NOEL-PATON, ESQ., SECRETARY of the CHAMBER OF COMMERCE, Bombay.

SHOLAPUR, 29th July 1902.

SIR,—In continuation of my letter No. 4614 of the 24th instant, I have the honour to forward, by railway parcel, receipt-note, which is enclosed, for two hanks of 20s yarn, one with dark-gray tie, and the other with light-gray tie, taken in my presence, the former from a bundle of the Sholapur Mill's production, and the latter from a bundle of the Narsinggirji Mill's production. I wish you would be so kind as to have them tested for me. I am unable to say whether either of them are of the proper length, but, on stretching them, it is apparent that the former is about 2 inches shorter than the latter, which means a difference of, say, 20 threads, or 30 yards in length.

2. I have also the honour to forward, in the same parcel, a bundle of yarn produced by the Hubli Mill, recently bought at Adoni in the Bellary District. You will see that it has not been opened, and that the label is intact. On the label the yarn is described as being of 18½ count, but in the bundle are 20 knots, not 18½ as there should be. This is an apparent device to pass off a coarser thread as 20s, and this on the part of the very people who complain of similar tricks on the part of the Sholapur Mills. Comment is needless. I shall be much obliged if you will have this yarn also tested, in order that we may see if it is short-reeled in addition to being improperly bundled, and if it is really of 18½ count as its label describes it.—I have, &c.,

A. F. MACONOCHIE, Collector.

No. 6494 of 1902.

REVENUE DEPARTMENT,

BOMBAY CASTLE, 17th September 1902.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—Government have had their attention drawn to the proceedings of the Chamber of Commerce, Bombay, reported in the issue of the *Times of India*, dated 13th March 1902, and to those of the Bombay Millowners' Association reported in the issue of the same paper, dated 25th April 1902, with special reference to the practice of short-reeling of yarn. There appears to be reason to believe that there is now or lately has been in some mills in this Presidency a systematic violation of the law, and that if it is not stopped, others may have to short-reel for their own protection. The purchasers, who are defrauded, have neither the means nor the intelligence to prosecute, and one millowner can hardly be expected to incur the odium of prosecuting another. In these circumstances it becomes a matter for consideration whether Government should not undertake prosecutions if they are necessary to put a stop to this practice. But before taking any steps in the matter, the Governor in Council would be glad to have the benefit of the opinion of the Chamber.

2. If prosecutions are undertaken by Government, the following would seem to be the proper procedure:—It being undesirable that use should be made of any rules under the Cotton Duties Act to obtain information for this purpose, the Inspector of Factories would purchase in the open market and have tested yarn which he found reason for suspecting. The yarn would be purchased in the presence of witnesses, and the place and hour of testing would be notified to the manager of the producing mill, with an intimation that he or a representative was at liberty to be present at the testing. If the result of the test in any case was to show that a false trade description had been applied to the yarn, application would be made to Government for sanction to prosecute, which in the first instance at any rate should be required.

3. It will, of course, be understood that, if action is to be taken as suggested above, it cannot be confined to Bombay, but must be equally applied in other provinces.

4. I am to request that the matter may receive the consideration of the Chamber and that Government may be favoured with their opinion at an early date.—I have, &c.

H. WILKINSON,
Acting Under-Secretary to Government.

BOMBAY CHAMBER OF COMMERCE, 26th September 1902.

The SECRETARY to GOVERNMENT, REVENUE DEPARTMENT, Bombay.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce, I have the honour to acknowledge the receipt of your letter No. 6494 of 17th September 1902, in which the Committee is invited to express an opinion as to the expediency of Government instituting prosecutions against mills practising the short-reeling of yarn.

I am to say that the Committee favour the suggestion that Government should prosecute those engaging in such practices, and they believe that the issue to all mills of a circular intimating the intention of Government to take such action would have an excellent effect.—I have, &c.

FREDERICK NOEL-PATON, Secretary.

BOMBAY CHAMBER OF COMMERCE, 18th September 1902.

A. F. MACONACHIE, ESQ., DISTRICT MAGISTRATE and INSPECTOR of FACTORIES, Sholapur.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce, I have the honour to acknowledge the receipt of your letters No. 4614 and No. 4751 of the 24th and 29th July, respectively.

The samples of yarn submitted by you have been carefully tested as desired, and I am now to wait upon you with a statement showing the lengths and counts in each case. I am also to attach for your information a copy of a letter from Messrs. Greaves, Cotton & Co. on the subject.—I have, &c.

FREDERICK NOEL-PATON, Secretary.

CHAMBER OF COMMERCE.

YARNS FROM SHOLAPUR.

SUMMARY OF REPORTS BY VARIOUS FIRMS.

In each case there has been some variation in the system of examination pursued by the firms to which the yarns were submitted. But it has been possible to get out the length (average) in yards and the average count in each case. They are as follows :—

No. 1. SHOLAPUR MILL.

Greaves, Cotton & Co.	Yards	827·4	Count	20·00
Mr. Sassoon J. David.	„	833·0	„	18·49
Mr. Procter	„	891·0	„	20·56
Mr. Wadia	„	824·5	„	20·45
Mr. Tata	„	850·0	„	20·40
Average	„	845·2	„	19·98

No. 2. LAKHSHMI MILL.

Greaves, Cotton & Co.	Yards	842·1	Count	18·68
Mr. Sassoon J. David.	„	813·0	„	19·74
Mr. Procter	„	838·1	„	20·53
Mr. Wadia	„	817·5	„	20·80
Mr. Tata	„	854·0	„	20·89
Average	„	832·9	„	20·13

No. 3. NARSINGGIRJI MILL (Green Ticket).

Greaves, Cotton & Co.	Yards	777·0	Count	19·65
Mr. Sassoon J. David.	„	774·0	„	18·68
Mr. Procter	„	803·1	„	19·45
Mr. Wadia	„	793·5	„	19·70
Mr. Tata	„	834·0	„	19·16
Average	„	796·3	„	19·33

No. 4. NARSINGGIRJI MILL (Yellow Ticket).

Greaves, Cotton & Co. ...	Yards	795·9	Count	18·38
Mr. Sassoon J. David ...	„	778·0	„	18·53
Mr. Procter	„	805·7	„	20·07
Mr. Wadia	„	822·0	„	20·35
Mr. Tata	„	840·0	„	19·83
Average	„	808·3	„	19·43

No. 5. SOUTHERN MAHRATTA MILL.

Greaves, Cotton & Co.	...Yards	795·9	Count 19·59
Mr. Sassoon J. David	... „	772·0	„ 19·31
Mr. Procter	... ... „	762 5	„ 20·62
Mr. Wadia	... ... „	792·0	„ 19·55
Mr. Tata	... ... „	817·0	„ 19·35
	Average „	*787·9	„ 19·69

* 18 : 20 : : 787 : 875.

BOMBAY CHAMBER OF COMMERCE, 4th September 1902.

The SECRETARY, MILLOWNERS' ASSOCIATION, Bombay.

DEAR SIR,—I am instructed by the Committee of the Bombay Chamber of Commerce to wait upon you with copies of letters addressed to this Chamber by the District Magistrate and Inspector of Factories, Sholapur, together with a statement showing the results of the tests desired by that official which has been forwarded to him. I am also to attach a copy of a communication from Messrs. Greaves, Cotton & Co. on the subject.—I am, &c.

FREDERICK NOEL-PATON, Secretary.

Extract from the Report of the Bangalore Woollen, Cotton & Silk Mills Co., Ld.

"The importation into Mysore from the Bombay Presidency of yarn of falsely described counts and lengths is increasing, and is now a matter of serious consequence to these mills. Yarn actually only 18s, and correspondingly short reeled, is frequently sold as 20s, and as the Market difference between 18s and 20s is two annas per bundle, the honest producer is handicapped to this extent. False trade descriptions of this kind are prohibited by the Mysore Merchandise Marks Regulation of 1892, but though cases have been repeatedly brought to the notice of the police, we are aware of no instance in which action has been taken on our representations."

APPENDIX SS.

KEROSINE OIL ON NATIVE PASSENGER SHIPS.

No. C/6920 of 1902.

From E. GRAY, ESQ., I.C.S., COLLECTOR of LAND REVENUE, CUSTOMS and OPIUM, BOMBAY.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

BOMBAY CUSTOM HOUSE, 21st May 1902.

SIR,—I am directed by the Commissioner of Customs, Salt, Opium and Abkari, to ascertain your views regarding the conditions on which the carriage of kerosine oil should be permitted on native passenger ships. The modes of conveyance, in ships other than bulk oil steamers, which are at present under the consideration of the Government of India are :—

(1) tins, protected by wooden cases.

(2) hermetically sealed iron or steel drums, and

(3) imported barrels, which have been strongly made and coated internally with glue to prevent leakage.

The question whether the kerosine oil or petroleum should be allowed to be taken on board a native passenger ship or discharged therefrom, except between the hours of sunrise and sunset, is also under the consideration of Government.

On these two points, *viz.*, the modes of conveyance and the hours of allowing shipment and discharge, except between the hours of sunrise and sunset, I am directed to ascertain your views and I would be glad to receive the same at an early date.—I have, &c.,

E. GRAY, Collector of Customs and Opium.

BOMBAY CHAMBER OF COMMERCE, 31st May 1903.

The COLLECTOR of CUSTOMS and OPIUM, Bombay.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce, I have the honour to acknowledge the receipt of your letter No. 6920, dated the 21st instant, on the subject of the

conditions on which the carriage of kerosine oil should be permitted on native passenger ships, and to thank you for the opportunity of expressing an opinion in the matter.

2. As an indication of that opinion I am to hand you herewith copies of correspondence on the subject by this Chamber with the Government of Bombay in June of last year.

3. With regard to the loading or discharging of kerosine oil at night, I am to say that in the opinion of my Committee there is no danger in such operations unless naked lights are used. They think, however, that Government might reasonably prescribe the use of electric light as a safeguard.—I have, &c.

FREDERICK NOEL-PATON, Secretary.

APPENDIX TT.

CHAMBER'S PUBLICATIONS.

Note by Secretary on Import and Export Manifests Published by Chamber.

It has been represented to me that the Chamber's bi-weekly return of the Import and Export Manifests only in rare instances shows the names of shippers and consignees, and it is suggested that this partiality places at a disadvantage those lines, and the brokers of those lines, whose constituents are so disclosed. On the other hand it is argued that, if the names of shippers and/or consignees were given in *all* cases, none would be placed at a disadvantage, and the publication would really serve the purpose for which it is nominally designed.

I have gone back upon the old files of the return, and find that formerly the names of the shippers were given in most cases and the names of the consignees in many. Even in 1871, however, I see that there were exceptions, notably the P. & O., in which the shippers were entered as "sundry" and the consignees as "order" or the Agent of the Steamer. It is difficult, of course, to ascertain on what grounds the Customs first allowed the shipping companies to omit the names from their manifests; but certain manifests which I have examined at the Custom House ran to as many as 65 pages.

A question arises as to the value of the Import and Export Manifests as at present compiled and without names of shippers and consignees. In respect of piece-goods the particulars are given in the Daily Trade Return; but it would probably be a very serious matter trying to get out a Daily Trade Return detailing all goods other than piece-goods in the same way. For, of course, if the importer's name is to be given, it will be impossible to summarise the different classes of goods as is at present done in the Import Manifests. It appears clear, however, that if some ships are allowed to omit the names of their constituents, all others will claim a like exemption.

In that case the Import Manifest will give even less information than the Daily Trade Return at present gives in respect of piece-goods. Will it then be worth publishing? The following are some particulars of the Printing Charges:—

Charge per page, Rs. 1-12.

Total cost of issue in the year 1901	Import Manf.	Rs. 4,096
	Export „	„ 3,328
	Total cost	Rs. 7,424

Total number of subscribers—

Numbers who subscribe for *all* returns under one subscription of Rs. 20. 34 copies at, say, Rs. 3-4-0 per mensem (Import and Export)...	Rs. 1,326
Import Manifest, single copies, members 19, at Rs. 4 ... ... per mensem	„ 912
Import Manifest, single copies, non-members 4, at Rs. 5 ... ... per mensem	„ 240
Export Manifest, single copies, members 25, at Rs. 4 ... ... per mensem	„ 1,200
Export Manifest, single copies, non-members 5 at Rs. 5 ... ... per mensem	„ 300
Total Receipts Rs. ...	3,978

RETURNS.	Cost of Printing.		Subscribers.		Rate of Subsciption per month.		Total proceeds for 12 months.
	Rate per page.	Annual cost.	Members.	Non-members.	Members.	Non-members.	
	Rs. a. p.				Rs.	Rs.	Rs.
All Publications	.....	.....	34	...	20	...	.....
Daily Trade Return	3 4 0	7,101	42	9	5⅓	10	8,160
Daily Arrival Return	2 4 0	2,772	14	10	6⅔	8	3,823
Weekly Trade Return per issue	22 0 0	1,144	33	5	2⅔	8	2,080
Import Manifests	1 12 0	3,950	19	4	4	5	1,536
Export Manifests	1 12 0	3,292	25	5	4	5	1,158
Movement of Piece-Goods and Yarns per issue ...	22 0 0	264	5	...	1⅓	2	1,680
Monthly Exports of Cotton, &c., per issue ...	5 0 0	60	10	...	⅔	1	80
Quotations—Large	2 0 0	208	...	20	Free	6⅔	80
Do. Exchange	1 4 0	60	...	...	...	6⅔	126

REPORT OF THE SUB-COMMITTEE ON IMPORT and EXPORT MANIFESTS.

The Sub-Committee on Import and Export Manifests consisting of—

The HON. MR. WILLIAM GREAVES (Chairman), A. M. MONTEATH, ESQ., H. E. E. PROCTER, ESQ., met on Monday, the 7th July 1902, at 4 p.m., and examined the Import and Export Manifest Returns published by the Chamber and compared the information given therein with that given in the Daily and the Weekly Trade Returns. These latter publications appear to the Sub-Committee to give all the information that is of real use; and since the issue of the Import and Export Manifests last year entailed in respect of printing alone a loss of Rs. 3,446, which is likely to be repeated this year, the Sub-Committee recommend that the publication of the Import and Export Manifests be discontinued as soon as possible.

The subscriptions are paid half-yearly, and a half-year has recently closed.

The Sub-Committee desire to submit for the consideration of the Committee the expediency of publishing monthly Import and Export Sheets as is done by the Chamber in Karachi and by a private firm in Calcutta.

APPENDIX UU.

CLEANING OF GRAIN NEAR THE DOCKS.

No. 14630 of 1901-02.

BOMBAY, 10th January 1902.

MUNICIPALITY OF BOMBAY.

From the EXECUTIVE HEALTH OFFICER,

To the SECRETARY, CHAMBER of COMMERCE.

SIR,—I have the honor to inform you that I have received complaints from the residents of Frere Road about the nuisance caused by the dust blown from grain-cleaning godowns.

I shall be obliged if you will inform me whether it would not be possible to devise some means for mitigating the nuisance complained of.—I have, &c.

J. A. TURNER, Ex. Health Officer.

BOMBAY CHAMBER OF COMMERCE, 31st January 1902.

THE EXECUTIVE HEALTH OFFICER to the Bombay Municipality.

SIR,—I am directed by the Committee of the Chamber of Commerce to acknowledge the receipt of your letter No. 14630, dated 10th instant, on the subject of the nuisance said to attend the cleaning of grain in the neighbourhood of the Docks. In that letter you invite the Committee to state whether it would not, in their opinion, be possible "to devise some means of mitigating the nuisance complained of."

2. The matter has had the most careful consideration of the Committee, who have further consulted firms specially qualified to speak on the subject; and they now instruct me to say that, while they are not concerned to deny that the operations of the grain trade may, like those of any other trade, be attended by some inconvenience, they share the opinion of those concerned in the said trade, that such inconvenience as attends it is not such as may correctly be called a

nuisance, and is not such as could be substantially abated without grave injury to the commerce of the port. It appears to them that in a city whose existence depends on the facilities it affords to the operations of commerce, it would be unwise to aim at a degree of amenity no doubt desirable in a purely residential town.

3. As a matter of fact, my Committee consider that it is only during the busiest season of the year that the dust from the grain cleaning is even comparable with that encountered in streets where the tramway lines are being swept; and they regret that they would not expect very great advantages to attend the more copious watering of the roads, which is the only measure suggested to them as a remedy for the inconvenience to which your letter relates.

4. In conclusion I am to say that the substance of your letter having been communicated to members, they have no doubt that all means consistent with the conduct of the trade will be used to prevent any unnecessary production of dust.—I have, &c.

FREDERICK NOEL-PATON, Secretary.

APPENDIX VV.

CHEMICAL ANALYSER TO GOVERNMENT FEES.

PENINSULAR and ORIENTAL STEAM NAVIGATION COMPANY.

BOMBAY, 25th April 1902.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—By the "ARABIA" which left here on the 12th instant, I granted a shipping order to a native firm for a number of packages to Aden and while these were awaiting shipment one of the cases (contents declared as piece-goods) was found to be on fire. It was discovered to contain a dangerous acid and on examining the remainder of the consignment another case, the contents of which were also wrongly described, was discovered with the same contents.

In view of the very serious nature of this offence I decided to prosecute the shipper and my Solicitors informed me that it would be necessary to have the evidence of Major Collis Barry, the Chemical Analyser to Government, to whom the cases has been delivered by the Port Trust Officials for examination. That gentleman demanded the sum of Rs. 100 for his report and a further fee of Rs. 500 for giving evidence.

As the services of this Official, whose special knowledge is of great value in matters of dispute are, I believe, not infrequently in request by the Mercantile Community, I would ask if the Committee could see their way to represent to Government that charges such as those alluded to above are exorbitant and prohibitive. I understand, but am not sure if I am correct, that these fees are fixed by the Official himself, but I think Government might be asked to frame a scale of charges of a moderate character.

I may add that in the case to which I allude, the defendant admitted the nature of the contents and I was able to dispense with the evidence of the Analyser to Government which would otherwise however have been essential.—I have, &c.

FRANK RITCHIE, Superintendent.

BOMBAY CHAMBER OF COMMERCE, 6th May 1902.

The CHEMICAL ANALYSER to GOVERNMENT, Bombay.

SIR,—Under the instructions of the Committee of the Bombay Chamber of Commerce, I have the honour to beg that you will favour them with information as to the fees charged by your Department for—

(1) Reports of Analyses.

(2) Giving evidence in Court in cases where evidence of analysis is involved.

Thanking you in advance.—I have, &c.

FREDERICK NOEL-PATON, Secretary.

No. 851 of 1902.

OFFICE OF THE CHEMICAL ANALYSER, GOVERNMENT LABORATORY,

BOMBAY, 7th May 1902.

From the CHEMICAL ANALYSER to GOVERNMENT, Bombay.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—With reference to your letter of the 6th instant, I have the honour to state that the amount of fee depends on the nature of the analysis required and the amount of trouble entailed. The actual reports are not charged for. I charge Rs. 500 per diem for giving evidence in Bombay Courts except under special arrangement. The scale of fees is arranged by me, the work being private.—I have, &c.

P. D. COLLIS BARRY, Major, I.M.S.,
Chemical Analyser to Government.

FEES FOR THE ASSAY OF GOLD AND SILVER IN BOMBAY MINT.

Fee for gold—Rupees eight per sample, plus melting charges, according to weight.

Fee for silver—Rupees two and annas eight, plus melting charges.

All samples of gold and silver tendered for Assay at this Office are first melted in order that a true average may be arrived at.

The fees for melting of gold are as follows :—

For every 100 tolas or portion of 100 tolas .....Re. 1
From 100 to 200 tolas.....Rs. 2
From 200 to 500 tolas..... „ 3

For every 100 tolas or portion of 100 tolas over 500 tolas eight annas extra will be charged.

No single melting exceeding 1,000 tolas will be made.

The fee for the melting of silver is from 1 to 500 tolas ...Re. 1

Samples of silver below 900 fineness, containing zinc, may be assayed unmelted, but the Assay is entirely at the risk of the owner, and the bar or ingot is not stamped. When the Assays (original and duplicate) do not correspond, "Average of two Assays" is written on the certificate.

FEES FOR ANALYSIS OF MINERALS.

Fee for Qualitative Analysis (testing without percentage results) is Rs. 10 for the leading Metal and Rs. 5 for each subsequent Metal with a limit of Rs. 20 for any ore sample.

For a Quantitative Analysis (giving percentage results) the fee for the first Metal is Rs. 30 and for each additional metal Rs. 20 with a limit of Rs. 100 for any ore sample.

BOMBAY CHAMBER OF COMMERCE, 1st July 1902.

The SECRETARY to GOVERNMENT, GENERAL DEPARTMENT, *Bombay.*

SIR,—Some time ago complaints were received by the Committee of the Chamber of Commerce regarding the high rate of fee demanded by the Chemical Analyser to Government for a report upon certain cases said to have contained a dangerous acid when shipped, and for giving evidence in a prosecution instituted in the matter. These fees were—

For the Report.....Rs. 100
For giving evidence..... ... „ 500 per diem.

Considering the importance of the matter not only to the particular steamers concerned in the single case but to the public in general and considering the obstacle that so high a scale of fees creates to prosecution, already sufficiently costly, in the public interest, these charges appear to my Committee to be excessive. They appear also to be out of relation to the amount of work involved and to the scale of charges made for assays at the mint and for commercial analysis by private agency in Calcutta.

2. An enquiry was therefore addressed to the Chemical Analyser to Government on the subject and in his reply that Officer states (*a*) that the amount of fee depends on the nature of the analysis required and the amount of trouble entailed; (*b*) that his charge for giving evidence in Bombay Courts is Rs. 500 per diem except under special arrangement; (*c*) that the scale of fees is arranged by himself, the work being private.

3. In view of the considerations set forth in paragraph (1) of this letter and considering that there is in Bombay no competent private analyser to whom recourse might be had, my Committee direct me to submit that it would be a great convenience to the public if Government could see its way to fixing a scale of moderate fees for analyses in commercial matters.—I have, &c.

FREDERICK NOEL-PATON, Secretary.

No. 4044 of 1902.

GENERAL DEPARTMENT,

BOMBAY CASTLE, 23rd July 1902.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—In continuation of my letter No. 3741, dated the 7th instant, I am directed to state that Government have already decided that as regards the attendance of the Chemical Analyser in Court the allowance must depend on the rules or discretion of the Court when he appeared in obedience to the Court's summons, but that when he attended at the instance of an interested party, the determination of the fee or other remuneration must be left to private arrangement. In a criminal proceeding the Chemical Analyser's report would be made evidence under Section 510 of the Criminal Procedure Code. If the Court desires to examine that officer personally, it can do so, and will allow him whatever expenses are admissible under its own rules. On the other hand, if he attends at the instance of one of the parties, such party must make his own terms with him.

2. As regards analyses conducted by the Chemical Analyser, I am to state that there is no fixed scale of fees for the work which may be done by that officer on behalf of the general public, the matter being left to his discretion.—I have, &c.

A. M. T. JACKSON, Secretary to Government.

SCALE OF CHARGES FOR CHEMICAL ANALYSES.

	Rs.
Indigo...	4
Saltpetre	4
Shellac	8
Coal	8
„ (complete)	20
Lime-Stone	16
Kerosine Oil	8
Lubricating Oil	16
Tan Liquor	8
„ Bark	16
Soil (complete)	40
„ (partial)	20
Manures (complete)	16
„ (partial)	8
Bonemeal	16
Oil-cake	8

	Rs.
Water (for boiler)	8
„ (for technical use) ...	16
„ (for potable)	32
Ores, Manganese Iron, etc. (complete)	16
Ores, Manganese Iron, etc. (partial)	8
Dry Assays (Silver and Gold)	20
Sugar (Polarisation)	8
„ (complete)	16
Oil and Fat (complete) ...	16
„ „ (partial)	8
Spirits and Wine (complete)...	16
„ „ (partial) ...	8
Flour	16
Milk	8

DR. C. SCHULTON,
Analytical and Consulting Laboratory.

CALCUTTA, 12, Mission Row.

APPENDIX WW.

ADULTERATION OF COFFEE.

MADRAS, 26th September 1902.

The CHAIRMAN, BOMBAY CHAMBER of COMMERCE, Bombay.

DEAR SIR,—Ever since the first Conference of Planters in Southern India was held in 1893, which resulted in the formation of this Association, a very keen interest has been taken in the subject of the Adulteration of Coffee, and various suggestions have been put forward with a view to getting this matter fully discussed and steps taken to prevent what appear to coffee planters here to be undesirable trade practices, inimical to their interests as producers of coffee and unfair to buyers who think they are purchasing either pure coffee or a mixture that at least contains a large proportion of coffee.

At the last annual Meeting of this Association it was resolved that representations in regard to this subject should be made to the leading Chambers of Commerce, with a view to getting it brought to the notice of Local and Central Governments and by them or through them, to the notice of the India Office, the Board of Trade and the Chambers of Commerce of the United Kingdom.

This resolution was the outcome of mature consideration on the part of this Association.

In 1893, with reference to the proposition of Dr. Cameron, M.P., to bring before the House of Commons a Bill to amend the Food and Drugs Act, the Planters' Conference resolved to endorse the suggested insertion of a clause providing that every packet of coffee mixture sold in future should be distinctly marked with the proportions of coffee and chicory in the mixture.

In 1896 the United Planters' Association of Southern India resolved that its representative on the London Chamber of Commerce (Mr. John C. Sanderson, 37, Mincing Lane) be requested to investigate the question of the adulteration of coffee and to state whether he was of opinion that the adulteration of coffee was on the increase and whether it was possible that a clause could be inserted in the Food and Drugs Act compelling vendors to state clearly on each packet the proportion of chicory and coffee therein.

Mr. Sanderson subsequently visited India, and the subject was discussed with him. In 1896 a Parliamentary Committee had been held to consider fully the question of the working of the adulteration clause in the Food and Drugs Act. Mr. Sanderson appeared as a witness on behalf of the London Chamber of Commerce and, with other witnesses, advocated the enforced publication on all packages of "the proportion of coffee and other ingredients." As these representations failed, Mr. Sanderson did not think that any good could be achieved by starting a fresh campaign against adulteration.

The Association resolved, nevertheless, at its meeting in 1897 to ask the London Chamber of Commerce to kindly state its reason for not taking further action in pressing for an amendment of the Food and Drugs Act and to further press the Chamber to invite other coffee-producing countries to unite in supporting the endeavour to prevent the unproclaimed adulteration of coffee.

The reply of the London Chamber of Commerce was to the effect that the Parliamentary Select Committee dealing with food products adulteration in 1896-97 had reported that it was impossible to recommend that the proportion of admixture of coffee should be printed on the labels of ground coffee. In the face of such a decision by a Parliamentary Committee the Chamber thought it would have been useless to press the matter further. The Chamber further stated that as long ago as 1882-83 it had been instrumental in introducing a Bill prescribing that all labels on tins of coffee mixture should indicate the proportion of coffee and chicory contained therein. The Bill was rejected then and, said the Chamber in 1899, "there appears to be no indication that the feeling in this matter has undergone any change which would make it at all likely for legislation in this direction to be adopted now any more than formerly."

Not accepting this view as final, this Association resolved in 1899 that a Committee of gentlemen in England, Members of Parliament and others interested in the subject, be asked to act and to communicate with the London Chamber of Commerce, and to take such other steps as they might think advisable for getting the subject of the adulteration of coffee again brought before the Chancellor of the Exchequer and to the notice of the House of Commons.

The Committee duly sat, and a report of its proceedings is appended for your information.

It was intended to act upon the resolution of this Committee a year ago, but owing to an inadvertence the matter could not be taken up until now. The latest resolution of this Association is, you will observe, in accord with that of the Committee.

On the 7th ultimo the coffee and cocoa trade section of the London Chamber of Commerce resolved:—"That in view of the results of analyses of recent samples of coffee obtained in London it is not considered necessary to take any further action for the present." The interests of the London Chamber are, however, not identical with those of the producer of coffee, and this Association is still determined not to let the matter rest. I am, therefore, directed to invite the special attention of your Chamber to the subject under reference, and to express the hope that if you share the view that energetic action should be taken with regard to it, you will either address a representation to your Local Government or consent to support a joint representation through the various Local Governments to the Government of India.

The sole object that this Association has in mind is to protect coffee from undeclared and excessive adulteration, in the hope that the sale of a pure or nearly pure article may stimulate consumption. —I am, &c.,

HARRY ORMEROD, Secretary.

BOMBAY CHAMBER OF COMMERCE, 3rd October 1902.

The SECRETARY, UNITED PLANTERS' ASSOCIATION of SOUTHERN INDIA, Madras.

DEAR SIR,—I am instructed by the Committee of the Bombay Chamber of Commerce to acknowledge the receipt of your letter of the 26th ultimo, in which you invite the Committee to take some steps to procure legislation for the restriction of unproclaimed adulteration of coffee. The matter has been carefully considered, and I am to reply that, while my Committee are not at present prepared to make any independent representation to Government on the subject, they will be glad to receive from you a copy of any representation your Association may make and will then decide whether it is one to which they could give their support.—I am, &c.,

FREDERICK NOEL-PATON, Secretary.

APPENDIX XX.

IMPERIAL INSTITUTE.

The Scientific and Technical Department of the Imperial Institute.

1. The Executive Council of the Imperial Institute desire to direct attention to the character of the work now carried on in an important Department of the Institute, which has been for several years in operation, and has, of late, undergone considerable extension.

The Scientific and Technical Department of the Institute has been established to acquire information by special enquiries and by experimental research, technical trials and commercial valuation regarding new or little known natural or manufactured products of the various Colonies and Dependencies of the British Empire and of foreign countries, and also regarding known products procurable from new sources, and local products of manufacture which it is desired to export. This work is carried out with a view to the creation of new openings in trade, or the promotion of industrial developments.

2. In an extensive and well-equipped series of Research Laboratories, a numerous staff of skilled Chemists, under the direction of Professor Wyndham R. Dunstan, M.A., F.R.S., carry out the investigation of the chemical constitution and properties of new dye-stuffs, tanning materials, seeds and food-stuffs, oils, gums and resins, fibres, timbers, medicinal plants and products; animal products, minerals and ores, soils, cements, and various other products, with a view to their commercial utilization. Whenever necessary these materials are submitted to special scientific experts, by whom they are made the subjects of particular investigation or practical tests. Reports are also obtained from technical or trade-experts in regard to the probable commercial or industrial value of any such products, while full information is collected from official or other trustworthy sources regarding the probable extent and cost of available supplies.

3. Appended to this Memorandum is a paper giving illustrations of work of the above nature, which has been carried out for India

and the Colonies in the Scientific and Technical Department of the Institute. It will be seen that this work is quite distinct in character from the services rendered respectively by the Commercial Information Office of the Board of Trade, and by the Botanical Establishment of the Royal Gardens, Kew. But the work of this Department of the Institute may indeed be regarded as an important adjunct to that accomplished by those Government Establishments, especially in furnishing the results of chemical investigation and technical trials which most generally determine the commercial value of natural products.

4. All materials requiring scientific or technical examination, or commercial valuation, should be submitted to the Institute for examination either by, or through, the Foreign Office, the Colonial Office, the India Office or the Board of Trade, or through the Colonial or Indian Government Authorities. Request for the examination of such materials may also be submitted by Public Commercial Bodies and Institutions of the respective Colonies and Dependencies, or by the Representatives of H. M. Government in foreign countries.

5. Reports on the results of enquiries or experimental investigations are supplied, as a rule, without charge, when applied for as above directed, but, should special expenses be incurred in connection with any such reports, or with the commercial valuation of particular materials or manufactured products, which the Council do not consider themselves warranted in meeting, a statement of such actual outlays will be furnished, for repayment, when the reports are supplied to the Public Bodies or Institutions concerned. Should an investigation or report of exceptional character be asked for by a Government Department, an estimate of the attendant expenses will be submitted, with a view to ascertain whether authority for such expenditure will be given.

[The attention of those who are concerned in finding new markets for Indian and Colonial products may be also directed to the collections of products exhibited in the Galleries of the Imperial Institute, illustrating the material resources of the Colonies and Dependencies of the Empire. They represent upwards of forty different countries, and are open free to the public. On application to the Commercial Information Office of the Institute, or to the Curators of individual Sections of the Collections, all available information is furnished regarding any particular product exhibited in the Galleries, and

samples are supplied in special instances to merchants and others. Enquiries as to possible supplies (and their probable cost) in any specific case, or for other special information desired, are dealt with promptly, if made in writing to the Honorary Director of the Institute. The assistance of the Government Authorities of the Colonies is invoked to insure that the Collections of natural and manufactured products, and full information regarding their contents, shall be maintained up to the day].

F. A. ABEL,

Hon. Director and Secretary of the Imperial Institute.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

Resolution No. 45—26-3, P. A. & M., dated 30th September 1902.

Read the following papers:—

1. Resolution No. 59—73-1 (M. & E.), dated 3rd October 1893.
2. Resolution No. 38—26-10 (P. A. & M.), dated 27th December 1895.
3. Circular No. 39—26-11 (P. A. & M.), dated 27th December 1895.

Under existing arrangements India is represented on the Governing Body of Imperial Institute by 15 members appointed as follows:—

By the Governor General in Council (annually)	3
By Provinces (in rotation)	5
By Native States (annually)	1
By Chambers of Commerce (in rotation)	4
By Native Institutions (in rotation)	2

2. Intimation has been received by the Government of India that, by an Act of Parliament, which has recently received the Royal Assent, the management of the Imperial Institute will be transferred to the Board of Trade at the end of the current year. The Governing Body will therefore cease to exist on the 31st December 1902, and Provincial Governments, Chambers of Commerce and Native Institutions will no longer be required to appoint

representatives on the Governing Body of the Institute. The interests of India will be secured by representatives appointed by the Secretary of State for India and the Government of India upon a Statutory Advisory Committee appointed under the Act.

3. The gentlemen recently appointed to represent India on the Governing Body of the Institute during the year ending 23rd July 1903 have been informed by the Secretary and Director that the duties of that Body will cease on the 1st January 1903.

4. Copies of the above Resolution are forwarded, for information and guidance, to the Local Governments and administrations and Chambers of Commerce noted in the margin.

The Secretary to the Government of Madras.
" " " of Bombay.
" " " of Bengal.
" " " of the United Provinces.
" " " of the Punjab
" " " of Burma.
The Hon'ble the Chief Commissioner, Central Provinces.
" " " of Assam.
The Secretary, Chamber of Commerce, Madras.
" " " " Bombay.
" " " " Bengal.
" " " " Upper India.
" " " " Karachi.
" " " " Rangoon.

I. O. MILLER,

Offg. Secretary to the Government of India.

APPENDIX YY.

INDUSTRIAL EXHIBITIONS.

The Hon. Mr. John Barrett, the Commissioner-General of the United States Government to Asia, Australia and the Philippines for the Louisiana Purchase Exposition, delivered, at the offices of the Bombay Chamber of Commerce, on 9th January 1903, an address on the Exposition and its relation to India. There was a large attendance of representative citizens. The Hon. Mr. J. M. Dick, Chairman of the Bombay Chamber of Commerce, presided. Among those present were: the Hon. Mr. W. T. Fee, Consul for the United States, Mr. H. E. E. Procter, Mr. H. C. Wright, Mr. John R. Greaves, Mr. Frederick Noel-Paton, Mr. C. H. Armstrong, Mr. O. T. Barrow, Mr. E. Gray, Mr. H. E. Hart, Mr. W. E. Crum, Mr. J. P. Crystal, Mr. F. F. Gordon, Mr. F. C. Macrae, Mr. John Wallace, Mr. T. F. Rickards, Mr. J. P. Watson, Mr. H. E. Harrington, Mr. J. Humphrey, Mr. John Stiven, Mr. H. F. Wagstaff, Major G. Chevenix-French, Sir Jamsetjee Jejeebhoy, Bart., Mr. K. N. Wadia, Mr. J. K. Parulkar, Mr. D. E. Wacha, Khan Bahadur D. R. Chichgar, Mr. H. S. Vakil, Mr. Vijbhucandas Atmaram, Mr. Pranjiwandas Narandas, and others.

The Chairman, in introducing the Hon. Mr. John Barrett, referred to his mission as Commissioner-General of the St. Louis Exposition, and to his visits to Australia, China, Japan, Siam, Ceylon, and Calcutta in connection therewith. He said Mr. Barrett had assured him that he was going to tell them that afternoon something which would be to their advantage as business men, and he (the Chairman) was quite sure that all business men of Bombay would be always ready to hear what was to their advantage. He was sorry that the meeting was not as large as he had expected, but it was a matter for satisfaction that it represented all trades and interests in Bombay.

MR. BARRETT'S ADDRESS.

The Hon. Mr. John Barrett said:—In expressing my sincere appreciation of the honour and privilege of addressing the Bombay Chamber of Commerce, and of meeting the representative business men of this section of India, I desire at the very beginning to explain carefully the nature of my mission. I do not come to India on behalf of the St. Louis World's Fair like a travelling tradesman endeavouring to push his wares, nor am I "touring" India to obtain

support for the great International Exhibition, as my presence here has been described by some newspapers; but I am here, as I have been in Japan, China, Korea, Siam, Philippines, Indo-China, Straits Settlements, and Ceylon, to pay India the compliment of confirming in person the invitation of the Directorate of the Louisiana Purchase Exposition to participate therein. I am not acting in any sense as the promoting agent of a private business enterprise. On the contrary, I am simply inviting the Government and people to take part in a Universal Exhibition which the Government and people of America are determined shall surpass all other undertakings of the kind in the history of the world. Just as you have held your Coronation Durbar with unparalleled magnificence, grandeur, and political effect, and enjoyed the presence of guests from abroad, so we in America are now planning to hold an unrivalled World's Fair, to which we are inviting all nations and peoples. This comparison may not be exact in the nature and character of the celebration, but it is exact in the matter of public spirit and national pride. As you have rejoiced in seeing the Durbar surpass expectations and command the interest and admiration of the world, so we in America look forward to the consummation of the Louisiana Purchase Exposition, along lines that will not only satisfy ourselves but astonish foreign countries. This Coronation Durbar celebrates, in one sense—as Lord Curzon ably outlined—the welding into one powerful, homogeneous whole, under the benignant sway of King Edward, of the diverse elements of his Indian dominion, which is in some respects the chief influence that makes the British Empire one of the first powers of the world. Likewise, I would state, in order that you may appreciate the attitude of the United States towards the Louisiana Purchase Exposition, that it will commemorate the one hundredth anniversary of an event that did more than any other influence in American history to make the nation vast in extent, powerful in international politics, and prosperous in material development.

WHAT INDIA STANDS TO LOSE.

If India does not take part in this Exhibition, she will fail to be represented where all the other principal countries of Asia will send unprecedented exhibits. If India does not recognize the importance of this World's Fair, she will miss the greatest opportunity ever afforded to make herself well and favourably known in the New World. If India, after mature deliberation, decides to be absent from this friendly gathering of nations at St. Louis in 1904, neither the American Government or people will unfavourably criticise her action any more than a host would speak disparagingly of a guest

who had sent a sincere declination for a reception or other social function. It is for India herself to determine whether, for her own prestige abroad, and the legitimate extension of her commerce, she can afford to be without representation. In other words, if any doubt exists as to the advisability of Indian participation, the question may not be what India shall gain by participation, but what will India lose by failure to participate? I ask you frankly, whether you be Government officials, business or professional men, do you wish to see India fail to respond to the roll-call of nations at the opening of the greatest Exhibition in history on the 1st of April 1904, when all the other countries, including the principal Dependencies of Britain's rivals, will be present, and answer in no unmistakable terms? Every now and then there appear in the editorial comment of some Indian paper, or there come to me in letters from individuals or business firms, complaints against the American tariff in its relation to the exports of India, and suggestions that there is not much advantage to India of participation at St. Louis as long as these conditions prevail. In reply, and on the other hand, let me impress upon you that you can hardly expect to see this tariff altered in your favour unless you make creditable exhibits at St. Louis, and thereby educate the American people to the importance of India, and the advantages of developing closer trade relations with her. It might be said that, in view of present American ignorance of this portion of the British Empire, it is surprising that the United States now purchases nearly one thousand lakhs of rupees of Indian exports per annum, and is, therefore, one of the chief markets for the products of this country. In the opinion of many leading economic experts the most effective way of strengthening and adding to this trade, already large, and making it comprehensive, so as to include all classes of exports of India, instead of being mostly confined to jute and the manufactures thereof, is a thoroughly characteristic display of all varieties of Indian manufactures and resources at St. Louis, where they can be seen and studied by the American merchants, importers, and people in general.

INDIAN ART.

I visited with much pleasure the Art Exhibition at Delhi, and I would commend highly what has been accomplished there by Sir George Watt, but let me tell you that if this collection at Delhi has proved of remarkable interest, and therefore a success, a reproduction of it at St. Louis would undoubtedly prove one of the main features of the Louisiana Purchase Exposition, and effect a grand work in developing a demand throughout the United States

for the better class of Indian handiwork. We have to-day in the United States a population of eighty millions of people whose purchasing capacity per head exceeds that of any other people, and who are anxious to buy the best things that are made abroad and cannot be fashioned by the hands of American workmen. If you here in India think that the people of England are ignorant of the real resources, possibilities, and potentialities of this land, how much more true this must be of a nation like the United States, which has no direct political connection with you. No country can expect to reach the highest degree of prosperity which withholds from exploiting itself in foreign lands where a large market may be developed. A business man who fails to carry through a transaction successfully at one time or any one place, and then never tries again, usually runs behind in the competition of his rivals. Correspondingly, it would not seem logical for India to refrain from participation at St. Louis, just because she possibly has had unsatisfactory experiences at one or two other exhibitions as has been intimated to me by the Indian Government. If she has not the men in Government service now who can be detailed to take charge of the preparation of the Indian exhibit, it would seem entirely feasible that a special corps or staff should be organized for this purpose, as is being done in a score of other independent and dependent countries. If, finally, the Government of India find that it is impossible for them, as a Government, to take part at St. Louis, I am authoritatively informed that they will still be ready to assist private exhibitors in every way possible, by reasonable appropriations, remission of duties, special freight rates, &c., and, if necessary, to appoint a Commissioner to take general charge of preparations, negotiations with the Exhibition Directorate for space, and to superintend the forwarding of exhibits to St. Louis and their installation at the Exhibition, provided the business interests of India express to the Government a desire for such assistance and co-operation. I would, therefore, earnestly recommend that the Bombay Chamber of Commerce urge not only upon the local Government of Bombay, but the Central Government at Calcutta, to take steps in this direction, so that intending exhibitors in Bombay and other parts of India may know to whom they shall look to aid them in plans for participation, and that system and organization may be perfected. Otherwise, there will be confusion and jealousy which would militate against successful Indian representation. I would also advise that every firm or individual desirous of sending exhibits to St. Louis should inform the Government of such wish by direct communication, so that it may have exact information as to the prevailing interest in participation.

PROMISES OF ASSISTANCE.

I can inform you that you will receive generous assistance from the Directorate of the Louisiana Purchase Exposition. Every facility will be given you which will be accorded to exhibitors from the United States. All space in the main buildings will be allotted free of charge. If power for machinery is required, that will also be provided gratis. There will be no difficulty in the admission of exhibits into the country, and no customs duties will be charged unless, or when, articles exhibited are sold. In forwarding exhibits to St. Louis there need be only one transhipment—that at New York from the steamer to the railway which will carry them direct into the Exhibition grounds at St. Louis. A large and competent staff will be located at St. Louis, with sub-agents at the principal ports, to expedite the forwarding of exhibits. All applications for space should be filed by the 1st of July this year, and exhibits should leave India in time to reach St. Louis a full month before the Exhibition opens, or approximately March 1st, 1904. After my departure any information that may be desired can be obtained from the United States Consul here, Mr. William Thomas Fee, or from the United States Consul-General at Calcutta, General R. F. Patterson. Correspondence addressed to the President of the Louisiana Purchase Exposition, St. Louis, U.S.A., will receive prompt attention. After having spent a month in your interesting country, I am obliged to leave to-morrow for the United States in order to complete arrangements at St. Louis for the participation of Asiatic countries which have already accepted the invitation of the Directorate. Communications addressed to me care of Louisiana Purchase Exposition, St. Louis, U.S.A., or care of Department of State, Washington, D.C., U.S.A., will receive my careful attention. According to present plans, I shall remain in America about one month, and then proceed to Australia to complete my mission. It is possible that I may return to India about July next, but this is uncertain. No time should be lost by the business men, manufacturers, artists, artizans, merchants, and others in the different parts of India in planning the character of their exhibits, if they intend to be creditably represented at St. Louis.

If you would ask me about the nature of your participation, I would advise you to make it thoroughly comprehensive, representative, and legitimate. Do not let it be confined to any particular line, but rather let it be indicative of the remarkable variety of Indian products, manufactured and raw, and Indian industries, small and large. Merely spectacular features are of little use. Anything which might have a demoralizing moral influence, it is needless

to say, would do you more harm than good, and would not be welcome at St. Louis. This reference is not required by the men I see before me here to-day, but serves as a caution to certain individuals, who from correspondence received, I judge, would take pleasure in misrepresenting this remarkable land. If I may be pardoned for saying it, I am taking special pride in the endeavour to arrange that all the exhibits from Asia shall be of real credit to this part of the world, and do more than all other influences of the past to promote closer commercial relations between America and Asia. We specially invite the people of India themselves to come to America in 1904. The natives of this country will be just as cordially received as Europeans or Americans. All that I say in this address applies as much to the native merchants, artists, and others of India as it does to the European or foreign element. I think I indulge in no exaggeration when I state that great good will result alike to India and the United States if the Native Chiefs and people of this country will, not only take an interest in the St. Louis World's Fair, but visit it in person.

A FEW FACTS.

Before closing I desire to mention one or two simple concrete facts about the Louisiana Purchase Exposition, which I have brought out in other addresses and which would cause these remarks to be incomplete if omitted. When the gates of the World's Fair are opened to the public, it will represent an expenditure of nearly 1,000 lakhs of rupees, or, approximately, £7,000,000 sterling. Of this amount the United States Government itself appropriated at the start nearly 200 lakhs of rupees. The grounds of the Exhibition will cover 1,200 acres, or three times the space used at Paris in 1900, and double that occupied at Chicago in 1893. St. Louis is the fourth largest city, of America, and has nearly 700,000 inhabitants. It is the second railway point, and is located near both the population and geographical centre of the country. It is easily reached from either the Atlantic or Pacific coasts. The World's Fair is called the Louisiana Purchase Exposition, because it commemorates the Purchase from France by the United States of the Louisiana Territory which aggregated one million square miles of land, doubling the area of the United States at that time, and is now divided into fourteen prosperous States of the Union. The management is in the hands of a Directorate made up of the most prominent men of the city of St. Louis, who in turn are responsible to a Government Commission composed of nine eminent citizens of the country appointed directly by the President of the United States.

THE SENTIMENTAL VIEW.

In conclusion it is fitting that some passing references should be made to the sentimental side of the World's Fair and Indian participation therein. When the United States invited Great Britain to come to this Exhibition, it included India, as well as England and Australia, or Canada. It is hoped by the people of America that the relations now existing between Britain and America may be strengthened into bonds which will never be broken, and that their exchange of commerce, which is the life-blood of nations, may be advanced in a vast measure through the influence of this international competition. The question for you to decide is this: Shall, or shall not, India respond favourably to this invitation, and do her part in augmenting this comity and commerce which means so much for both nations? Everything that tends to bring the English-speaking peoples and nations of the world together, to make them better acquainted and to develop mutual trust, confidence and material prosperity, should be fostered, and encouraged alike by Britain and the United States. On behalf of my people and my country, I can say that we shall be proud to welcome India at St. Louis in 1904, and to prove to her that though America and India are antipodes in geography, they are close in that sympathy which binds together Anglo-Saxon nations and their Dependencies, and looks to their control of the commerce and politics of the world.

THE DISCUSSION.

Mr. John R. Greaves, in moving a vote of thanks to Mr. Barrett, said they had listened with great pleasure to the address, and he was quite sure it had given them food for careful consideration. How far they would be able to avail themselves of the invitation given by Mr. Barrett would depend upon a mature consideration of the subject later on. Personally, he felt that Mr. Barrett's invitation to visit the Exhibition should give great pleasure to most people.

Mr. C. H. Armstrong, in seconding the proposition, expressed the hope that the Exhibition would be a source of profit to India. He took it that the chief object of an exhibition was to promote internal and external trade, and he thought this country would be somewhat benefitted by participating in it. He was interested to hear Mr. Barrett's remarks about the high tariff in America, as he could not but feel that the success of anything that they could do must depend to some extent on the duties which were charged on goods entering America. The importation into India of manufactured goods from America might be, or perhaps was, kept in check by the long distance and by the fact—speaking generally—that such

things could be obtained in England and elsewhere. But in this country the products, as apart from the produce, were more or less unique, and they were, he thought he might say, the growth of year, or perhaps of centuries. Indeed, if by this exposition they could stimulate their trade, he thought this country might gain considerably. He expressed the hope that the efforts of any of them who were able to take up the matter would be amply repaid by the results.

THE CHAIRMAN'S SUGGESTIONS.

The Chairman, in tendering the thanks of the meeting to Mr. Barrett, said it was a little difficult for them at first to see what concrete advantage would come to the city of Bombay and the Bombay Presidency from the exhibition. Mr. Greaves had told them that the matter would be given careful consideration. His view was that a joint committee of the Chamber of Commerce, and the mill and other industries, might be the means of giving the matter the consideration that it deserved. They would then be in a position to communicate with other Chambers of Commerce in India, and directly, and through other Chambers, to the Government of India what they proposed to do. He thought they required the assistance of the Government if they were to do anything of a practical kind and on a large scale. Mr. Barrett had referred to the immense possibilities of India. Now, one of the difficulties in connection with a matter of this kind was the size of the place and the numbers of interests involved, and the difficulty of getting into touch with people who wanted to be useful. They were very pleased and highly honoured by the trouble Mr. Barrett had taken and for the very cordial way in which he had extended his country's invitation to the members of the Bombay Chamber of Commerce and others. A good number of them, he hoped, would be able to take advantage of the invitation and be present at this World's Fair. He was glad to see at the meeting so many Government officials representing the different public departments of Bombay, as they would be able to advise Government as they saw fit in the matter. Before concluding, however, he would like to ask Mr. Barrett definitely what kind of exhibits he would suggest that they should make. There were great many of them in Bombay who were directly or indirectly interested in cotton. Now, it would be sending coals to Newcastle to send cotton to America. He thought they should at least have a general idea as to what Mr. Barrett wished them to do. If he told them definitely now they would appreciate it. They would like to know if it would do if Bombay were to send a selection of carefully prepared bales of cotton containing every staple that was produced in this Presidency, with a

description of where it came from and the price of it. Then they exported linseed, hides and so forth, which were produce of the country as apart from its arts. He thought Mr. Barrett should give them a definite idea what was required.

MR. BARRETT REPLIES.

Mr. Barrett, in thanking the meeting for the vote of thanks, said a great Exhibition of the kind they were going to hold was comprehensive in its scope, and comprised everything under the sun. It was an Exhibition which was in its character educational, artistic, sociological, ethnological, as well as industrial and commercial, and, as such, everything came in it, and everything would find a place in it. There was a very small percentage of merchants in America who knew where certain things were to be found; and, therefore, the great majority of men would go to an Exhibition of this kind to see what were the products of foreign countries which they could utilize and find out where they could obtain them. The Chairman had referred to cotton. He (the speaker) would say let them by all means send a comprehensive exhibit of their raw and manufactured cotton. They need not be disturbed by the fact that it did not find a market in America. What they had to do was to show what India could produce. They would be surprised if they looked at the American imports what an amount of cotton was imported from Egypt, and he saw no reason why, if the Indian cotton was properly exhibited at the Exhibition, it might not lead to the development of that market.

Mr. John Wallace said there were two classes of articles which he thought might be sent with assurance of success. They belonged to raw products that were specialities of India, and manufactures which could be done by hand and cheap labour. At the Ahmedabad Industrial Exhibition there was a splendid show of textile fabrics. He pointed to "kinkobs" and hand-printing on calico and silk as an instance. He said the people of Ahmedabad had considerably developed the art of hand-printing. He thought if exhibits of this kind were sent to the Exposition it would give the industry a great stimulus, and he felt sure by that means India would be able to monopolise the trade in that respect.

The Chairman having again thanked Mr. Barrett the proceedings concluded.

APPENDIX ZZ.

TRADE OF UPPER INDIA WITH BOMBAY AND CALCUTTA.

BOMBAY CHAMBER OF COMMERCE, 11th February 1902.

The GENERAL TRAFFIC MANAGER, B. B. & C. I. RAILWAY, Bombay.

DEAR SIR,—I am directed by the Committee of the Chamber of Commerce to beg that you will favour them with information as to the total quantity of piece-goods and of metals carried from Bombay to Delhi in the 12 months ending 31st December 1901.

These particulars are wanted at an early date as it is suggested that for one reason or another Bombay does not do, as compared with Calcutta, that proportion of the trade which its geographical position would lead one to expect; and it is desired to ascertain if possible the causes of the failure to do so.

Thanking you in advance and begging that the particulars may be given as soon as possible.—I am, &c.,

FREDERICK NOEL-PATON, Secretary.

BOMBAY, BARODA & CENTRAL INDIA RAILWAY, including RAJPUTANA-MALWA RAILWAY.

GENERAL TRAFFIC MANAGER'S OFFICE,

BOMBAY, 18th February, 1902.

No. $\frac{\text{St/30—99}}{7}$ of 1902.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—In compliance with your letter of the 11th instant, I have the pleasure to give below the weight of traffic in Piece-goods and Metals booked from Bombay to Delhi by our route during the year 1901:—

	COTTON PIECE-GOODS.	METALS.
	Tons.	Tons.
1st half of 1901	4,542	1,600 Actuals.
2nd „ „	5,397	1,806 Approx.
Total	9,939	3,406

From the figures of traffic in Piece-goods and Metals carried from Calcutta to Delhi, available in this office, I have had a further comparative statement prepared for the past 5 years, which I enclose for information of the Chamber of Commerce. It shows that the proportion of this traffic sent from Bombay by far exceeds that received at Delhi from Howrah.—Yours, &c.,

C. CROMMELIN, General Traffic Manager.

STATEMENT SHEWING METALS AND PIECE-GOODS TRAFFIC BOOKED FROM BOMBAY AND HOWRAH DURING THE YEARS 1897—1901.

METALS.

YEARS.	From Bombay.			From Howrah.		
	1st half.	2nd half.	Total.	1st half.	2nd half.	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1897 ...	1,099	1,309	2,408	1,079	547	1,626
1898 ...	1,202	1,755	2,957	569	528	1,097
1899 ...	1,967	1,013	2,980	354	456	810
1900 ...	942	1,148	2,090	285	339	624
1901 ...	1,600	1,806	3,406	262	500	762
Total ...	6,810	7,031	13,841	2,549	2,370	4,919

PIECE-GOODS.

YEARS.	From Bombay.			From Howrah.		
	1st half.	2nd half.	Total.	1st half.	2nd half.	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1897 ...	2,245	3,058	5,303	2,153	2,277	4,430
1898 ...	3,998	4,034	8,032	2,305	2,391	4,696
1899 ...	4,456	3,218	7,674	2,225	2,700	4,925
1900 ...	2,891	3,299	6,190	1,038	1,392	2,430
1901 ...	4,542	5,397	9,939	1,936	1,942	3,878
Total ...	18,132	19,006	37,138	9,657	10,702	20,359

Copy of letter No. 310, dated CALCUTTA, 25th February 1902, from the DIRECTOR-GENERAL of STATISTICS, GOVERNMENT of INDIA, STATISTICAL DEPARTMENT, to UPPER INDIA CHAMBER.

I have the honour to acknowledge the receipt of your letter, dated the 17th instant, and to append the figures of exports of piece-goods from Calcutta to Delhi in the twelve months ending the 31st December 1901. The exports of metals from Calcutta and of piece-goods and metals from Bombay to Delhi are not recorded in this office. I, however, subjoin the figures of exports of those articles to the Punjab in the twelve months ending 31st December 1900 and in the nine months ending the 30th September 1901 in case you may wish to have them.

TO DELHI.

		Piece-goods. Mds.	Metals. Mds.
Year ending 31st December 1901	From Calcutta.....	104,752	.....

TO THE PUNJAB.

Year ending 31st December 1900	From Calcutta.....	77,668	75,628
	„ Bombay	175,468	194,865
Nine months ending 30th September 1901	From Calcutta.....	73,268	72,297
	„ Bombay	167,340	169,967

UPPER INDIA CHAMBER OF COMMERCE,

CAWNPORE, 11th March 1902.

The SECRETARY, CHAMBER OF COMMERCE, Bombay.

DEAR SIR,—With further reference to my letter of 4th instant, I now enclose a statement showing imports into Delhi City of Cotton Piece-goods and of Metals from the ports of Bombay and Calcutta during the year ending 31st December 1901, received from the Financial Commissioner of Punjab.

With regard to the time occupied by goods in transit from each of the ports in question, I have ascertained that the average speed of goods train between Calcutta and Cawnpore and Bombay and Cawnpore *via* Jubbulpore is about 5 miles an hour.—Yours, &c.

A. SHAKESPEAR,

for *Secretary*.

Statement showing imports into Delhi City of Piece-goods and of Metals from the ports of Bombay and Calcutta during the year ending 31st December 1901.

Articles.	Imports into Delhi City from	
	Bombay Port.	Calcutta Port.
COTTON.	Maunds.	Maunds.
Piece-goods, European	43,058	102,311
Do. Indian...	196,651	2,411
Total Cotton Piece Goods ...	239,709	104,752
METALS.		
Brass, unwrought	917	7
Do. wrought	2,767	355
Copper, unwrought...	1,571	573
Do. wrought	2,389	673
Iron and Steel	92,380	34,267
Other metals...	6,187	8,210
Total Metals ...	106,111	44,049

Despatches of Piece-goods and Yarns from Bombay by Rail to Delhi during the Calendar year 1901.

	English Piece-Goods.				Country Piece-Goods.		English Twist.		Country Twist.	
	Bales.	Indian Maunds.	Cases.	Indian Maunds.	Packages.	Indian Maunds.	Packages.	Indian Maunds.	Packages.	Indian Maunds.
B. B. & C. I. Ry.. ..	6,310	32,247	3,440	15,234	45,105	216,933	87	467	441	2,170
G. I. P. Ry...	25	92	38	120	..	..	2	9	..	..
Total..	6,335	32,339	3,478	15,354	45,105	216,933	89	476	441	2,170

APPENDIX AAA.

PERSIAN TRADE.

SEISTAN ROUTE.

CAMP DALBANDIN, the 31st January 1902.

To the SECRETARY, BOMBAY CHAMBER OF COMMERCE, Bombay.

DEAR SIR,—In continuation of my Circular letter No. 1268, dated the 4th October 1901, under cover of which I forwarded you a notice issued by the Persian Government dealing with the Persian Customs Regulations, and, with reference to para. 6 of Colonel Chenevix-French's Notice entitled : "Questions and answers regarding the Quetta-Mashad trade route *via* Nushki and Seistan," I desire to draw your attention to the concluding para. of the Persian Notice which refers to the collection of "Rahdari" tax, and to say that I am in receipt of information from His Britannic Majesty's Vice-Consul in Seistan to the effect that British subjects are exempted from paying the tax.

2. Might I further ask you to cancel the latter portion of para. F of my Circular letter of the 3rd September 1901 and to substitute in its place, after the words "buying in any goods which they consider are declared below their proper value" the following, which His Britannic Majesty's Vice-Consul in Seistan authorizes me to say is the penalty which the Belgium Customs officials in Seistan are permitted to enforce for the under-declaration of goods :—

"Exercise the right, in case of dispute, as to the original value of goods, of taking the Customs duty to which they are entitled in kind."—Yours, &c.,

F. WEBB WARE, CAPTAIN,
Political Assistant, Chagai.

CAMP DALBANDIN, the 3rd February 1902.

To the SECRETARY, CHAMBER OF COMMERCE, Bombay.

DEAR SIR,—I regret the delay in answering your letter of the 5th December 1901 which is due partly to my absence on tour and partly to pressure of work.

You ask me to write a short account of the inception of Nushki-Seistan trade route. I give below a few materials in the hope that they may prove of some use to you.

On the conclusion of the labours of the Baluch-Afghan and Baluch-Persian Boundary Commissions in 1896, an officer was detailed by the Government of India to take charge of the large stretch of country, whose north and western boundaries had been demarcated with orders to put down raiding; a practice to which the Nomad-Baluch of the country were much addicted, and to open up an overland trade route with Persia through Seistan. The natural geographical overland road from Persia to India lies through Afghanistan: but the Persians, being of the Shiah persuasion, have never been welcomed in Afghanistan; moreover the fiscal policy pursued by the late Amir was not one which rendered an overland trade route through Afghanistan feasible. The demarcation of the Baluch-Afghan boundary supplied means for connecting India through Quetta with Persia by an overland route, provided that the bands of Baluch marauders who haunted the country were suppressed, wells were dry, supplies were arranged at suitable distances apart, and efficient measures were concerted to protect caravans and travellers using the route.

It was considered that if a safe overland route, avoiding Afghanistan and its transit dues, was opened out between Persia and India the result would be to give a stimulus to trade with Persia by encouraging that intercommunication between the two countries which is so essential for commerce and which had hitherto been much handicapped by the fact that the only routes by which Persian traders could visit India necessitated sea voyages to which, as is well known, the Persian cherishes a deep-rooted prejudice.

The first matter to which attention had necessarily to be directed was Nushki, a small district situated 90 miles in a south-western direction from Quetta, on which the authority of His Highness the Khan of Kalat hang but loosely. By the settlement of their feuds the semi-independent Baluch and Brahui Chiefs of this district were gradually reduced to order and there are now no Sirdars to be found within the limits of the Baluchistan Agency who are more loyal to Government than these self-same truculent Sirdars who spent their leisure in making war on one another and who only acknowledged the authority of the Khan of Kalat when it suited their ends to do so. In accordance with a practice not uncommon in many outlying parts of Baluchistan the leading Nushki Chief had inherited from his forefathers the right of levying transit dues on all merchandise which passed through his territory. Foreseeing how seriously a right of this nature would militate against the success of a trade route the Government of India wisely came to terms with both the Sirdar and His Highness the Khan of Kalat, and taking over Nushki on a generous quit-rent from the latter bought in the Sirdar's right to levy transit dues—the wisdom of these measures quickly became apparent in the influx of traders from Quetta which followed. Never backward in spending money where a handsome return is promised many leading Shikarpur traders opened agencies in Nushki, and finding no place to store their goods started to build a bazaar on which they have now expended over a lakh of rupees.

The commercial occupation of Nushki, accompanied as it was by keen competition and good prices, begun to have its effect, and the tide of trade setting in from the neighbouring transfrontier Afghan districts of Shorawak, Registan and Garmsel spread first to Seistan and later on still further afield, until Khorassan, Farah, Herat and Kirmad felt its influence.

From Nushki a series of posts manned by Baluch levies recruited, for the most part, from among the Nomad inhabitants of the country, were pushed out across the Chagai district to the confines of Seistan. Anterior to the inauguration of the trade route the country west of Nushki, suffering possibly from the reputation borne

by its inhabitants, had been written down a desert. Nearer acquaintance showed that this was far from being the case. To the native of India accustomed to the rich fertile plains of the Punjab or Bengal the country no doubt appears rugged, barren and desolate, but examination has shown that it contains many rich pastures with numerous flocks and herds and stretches of cultivable land so extensive that it is anticipated that the country will, at no very distant date, take its part in paying a substantial revenue into the Provincial Exchequer.

Much has been done since the route was opened to facilitate the transit of goods between Quetta and Persia. From Nushki, which there is reason to suppose will shortly be connected with Quetta by railway, a track averaging 15 feet wide has been carried to Koh-i-Malik Siah the point where the Baluch-Afghan and Baluch-Persian frontiers meet—reach stage of the journey to Seistan has now either been, or is being, provided with accommodation for travellers. Post offices have been opened every hundred miles or so ; and shops have been built, at suitable distances apart in which are to be found stored all the more ordinary requirements which either travellers or caravans need.

In 1900 the Government of India appointed a Vice-Consul in Southern Khorassan to safeguard the growing interests of the trade route which were being threatened by the measures adopted by the Persian Government to prevent the introduction of Plague into Persia. The precautions which had been taken in this connection by the local Government of Baluchistan were elaborate and had proved so effective that no case of plague has ever appeared either in Baluchistan or in the neighbouring Afghan districts. The necessity for quarantine posts on the confines of Seistan a country which is separated from Quetta by 30 days' march, did not appear very apparent more especially when it is recollected that plague shows itself within a few days of infection. The suspicion that quarantine stations were being established at the initiative of Russian merchants to injure the trade-route, was not therefore unnatural, under the circumstances, and the establishment of a Consulate in Seistan was a wise precautionary measure.

On the occasion of the visit paid by His Excellency the Viceroy to the Capital of Baluchistan in 1900, the trading community of Quetta, in thanking His Excellency for the interest he was evincing

in the development of their trade, pointed out that one of the chief obstacles with which trade with Persia had to contend was the difficulty of communicating quickly with Seistan and that letters took 15 days in transit. His Excellency in replying to the address stated that the matter would receive his attention and shortly afterwards the sanction of Government was given to the extension of the Telegraph system from Quetta to Nushki.

In a few words the foregoing is the history of the trade route and its origin.

Prior to the year 1896 Afghan trade was limited in value to a few hundreds of rupees annually and Persian trade was represented only by one or two stray Seistan caravans which forced their way through to Quetta, not unfrequently loosing several men killed or wounded on the way. In 1901 trade through Nushki had grown from practically nothing to 15½ lacs and for the first eight months of the current official year it stands at 16½ lacs, figures which speak for themselves and evidence the wisdom of the present Viceroy to whom the trade route directly owes its inception.

The total attained by trade every year since the opening of the route may prove of interest to your readers, and I give, therefore, them below:—

1897-98	...	...	...	...	Rs. 5,89,929
1898-99	...	...	...	...	„ 7,28,082
1899-00	...	...	...	...	„ 12,35,412
1900-01	...	...	...	...	„ 15,34,452

Yours, &c.,

F. WEBB WARE, CAPTAIN,
Political Assistant, Chagai.

QUETTA, dated the 5th August 1902.

No. 1433.

To the SECRETARY, CHAMBER OF COMMERCE, Bombay.

DEAR SIR,—I beg to forward attached a copy of the translation of the Persian Law, dated 5th Ramzan (1st January 1900) for favour of information.—I have, &c.,

F. WEBB WARE, CAPTAIN,
Political Assistant, Chagai.

SCHEDULE.

PERSIAN LAW OF 5TH RAMZAN (1st January 1900).

ARTICLE I.

The importation is prohibited of—

(1) Firearms of all kinds.

(2) Ammunition for firearms of all kinds such as powder, cartridges, caps, projectiles, etc., as well as, generally all explosives, whether simple or composite, having a detonating power, equal or superior to that of gunpowder, with the single exception of fireworks for purpose of entertainment.

(3) Coins other than gold or silver.

(4) Aniline colours, dry or liquid, as well as all dyes, dry or liquid, into the composition of which aniline enters.

(5) Books, newspapers, printed papers, writings, pictures emblems or other objects whatever of a seditious character or opposed to religion or morality.

ARTICLE II.

Our Sadr Azam is authorised, whenever the interests of the Government or of the people require, to forbid the importation or exportation of animals, articles or products other than those enumerated in the first article of this law.

ARTICLE III.

Our Sadr Azam is likewise authorised to grant, in special cases, exemption for the provisions of Article I, prohibiting the importation of firearms, ammunition and explosive products. Each authorisation of this kind shall state the amount of the offer for dispensation to be paid at the Customs office and in respect of explosive products the precautionary measures to be observed by the parties interested, in despatching the consignments across the country.

ARTICLE IV.

Every case of importation as well as of exportation or of attempted exportation in violation of either Article I. or of a special order made in execution of Article II of this law shall involve the seizure and confiscation of the goods.

ARTICLE V.

Persons against whom it may be proved, in whatever manner, that they have been implicated in the importation or exportation of prohibited goods, either by ordering, buying or selling such goods or by organising their transport or in any manner at all shall be liable to the same penalties as those who have directly violated the prohibition contained in this law.

APPENDIX BBB.

NEW PERSIAN CUSTOMS TARIFF.

BOMBAY, 10th July 1902.

To The SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR—We beg to call the attention of the Committee to the enclosed newspaper cutting regarding the new Persian Customs Tariff, as we think it is a matter on which the Chamber might make a representation to Government, Lord Lansdowne having stated that the proposed duties will be most harmful to India.

We understand the matter is fully alluded to in the London *Times* of the 20th June, and if you take in this paper we should be obliged by your circulating it with this letter.—Yours, &c.,

KILLICK, NIXON & Co.

CHAMBER OF COMMERCE,

MANCHESTER, 25th June 1902.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—I am desired by the President of this Chamber to forward to you a newspaper extract containing an official report of a private interview which took place on the 13th instant, between the Secretary of State for Foreign Affairs and a few representatives of the Chamber, with reference to the negotiations at present pending between Russia and Persia on the subject of the Persian Customs Tariff, Sir Arthur Hardinge, the British Ambassador to Persia, being also present.

I am to suggest for the consideration of the Bombay Chamber that it should take such action as may in its judgment be desirable, for the purpose of safeguarding Indian interests in the export of tea, indigo, piece-goods and other commodities to Persia.—Yours, &c.,

ELIJAH HELM, Secretary.

MANCHESTER TRADE WITH PERSIA.

OBJECTIONS TO THE NEW TARIFF.

The following has been issued from the Foreign Office :—

An influential deputation from the Manchester firms most interested in trade with Persia called at the Foreign Office on the 14th inst., in order to represent to Lord Lansdowne the apprehensions entertained as to the nature of the new Persian Customs Tariff, which is understood to be in course of negotiation between the Persian and Russian Governments. The deputation, which was introduced to Lord Lansdowne by Sir E. Sassoon, M.P., included Mr. Thomson, president of the Manchester Chamber of Commerce, Mr. Lord, the chairman of the Persian Gulf Trading Society, Mr. Sassoon, and Mr. Flynn, representing the firm of Messrs. Ziegler.

The deputation explained that according to reports which were prevalent at Teheran and which had reached them from various correspondents, the proposed new tariff was framed in a manner likely to be very prejudicial to British trade and to give preferential treatment to that of Russia. At present Great Britain, in virtue of a most-favoured-nation clause contained in the treaty of peace with Persia of 1857, enjoys the advantages derived from the Russo-Persian treaty of commerce of 1828 by which imports and exports alike are subject to an *ad valorem* duty of 5 per cent. The new tariff, however, imposes specific duties, and on cotton goods, which constitute the main item of British trade, a single rate of duty is said to be contemplated which would be levied on the gross weight of each package. It was stated that in consequence of the greater length and roughness of the routes by which British goods were sent they required far heavier packing than that necessary for Russian goods of the same description. Moreover, such cotton goods as were supplied from Russia were of far lighter texture than the great proportion of British articles. So far as the information supplied allowed of any calculation, it was estimated that British goods would be taxed to the extent of 10 to 12 per cent. *ad valorem*, while Russian cottons would pay no more than 7 per cent. It seemed no more than equitable that a reasonable allowance should be made for weight of packing and that some classification should be adopted which would equalise the *ad valorem* incidence of the duties instead of putting all

cotton goods in one category. By far the greater proportion of this branch of imports being British, it was contrary to the interests of Persia herself that the British trade should be unfairly taxed while the smaller amount of Russian imports received preferential treatment. Other particulars were also mentioned in which it was believed that the tariff was framed in a manner hostile to British and British-Indian trade, tea in particular being mentioned.

Lord Lansdowne promised that the views expressed by the deputation would have his careful attention. He thought that Indian trade would perhaps suffer more severely by the new tariff scheme than that of England. The matter had, for some time past, been receiving careful consideration and would continue to receive it. The attention of the Persian Government would be called to the manner in which the new tariff might affect British commercial interests and to the strong feelings entertained on the subject in Manchester and elsewhere.

BOMBAY CHAMBER OF COMMERCE, 7th August 1902.

MESSRS. KILLICK, NIXON & Co., Bombay.

Persian Customs Tariff.

DEAR SIRS,—I am directed by the Committee of the Bombay Chamber of Commerce to thank you for your letter of the 10th ultimo, in which you call attention to the new Persian Customs Tariff.

The matter is receiving the attention of the Committee who await with interest such definite information regarding the terms of the Treaty as would put them in a position to address Government with effect.—I am, &c.,

FREDERICK NOEL-PATON, Secretary.

Similar letter to the MANCHESTER CHAMBER of COMMERCE (letter of 25th June).

APPENDIX CCC.

METRIC WEIGHTS AND MEASURES.

THE DECIMAL ASSOCIATION,
BOTOLPH HOUSE, EASTCHEAP,
LONDON, E.C., 10th February 1902.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—The Report of the Special Committee of the Association of Chambers of Commerce, which was issued on the 18th October 1901 and published in the Association's Circular No. 441, has doubtless come under the notice of your Council.

I observe that the Executive Council of the Association express the hope that the various Chambers of Commerce will carefully consider the proposal. With a view to derive practical benefit from the Report, I venture to request the assistance of your Chamber in promoting the movement in India by urging the Government towards action.

In view of the increasing public opinion in favour of the reform, it is surprising that the Government has given so little attention to the agitation. Our case is a strong one, and it may not have been pressed with sufficient insistance hitherto, but there is reason to hope that if all friends of the movement were to give their best efforts, such an accession of strength would be obtained as would render certain the success of a Bill in the House of Commons.

It appears to my Committee that it is useless to expect that the metric system will be thoroughly and efficiently taught in our Public and Elementary Schools before the Government has decided that at a given date (allowing reasonable time for preparation for the change) it shall be the only legal system of weights and measures for the Empire.

We cannot expect that manufacturers will generally adopt the metric weights and measures in their works for the purposes of foreign trade as long as they are compelled to use the present Imperial weights and measures for their home and inter-Colonial trade.

The growing pressure of foreign competition renders the need for this reform more urgent year by year, and the reiterated advice of British Consuls to the effect that a serious hindrance to our export trade exists because metric weights and measures are not used by us, should no longer be disregarded.

I am enclosing herewith a copy of a pamphlet giving the main arguments in favour of the reform, together with a list of Members of Parliament who are in accord with the aims of this Association. —I am, &c.,

E. JOHNSON, Secretary.

THE DECIMAL ASSOCIATION,

BOTOLPH HOUSE, EASTCHEAP,

LONDON, E.C., 12th March 1902.

The SECRETARY, CHAMBER OF COMMERCE, Bombay, India.

DEAR SIR,—The movement in favour of the adoption of the metric weights and measures has of late gained considerable strength, in evidence of which I beg to enclose a list of Members of Parliament who are pledged to support that reform.

At a conference of Chambers of Commerce held on the 5th instant the following Resolution was carried by a majority of 46 votes to 13:—

> "That in the interests of British Trade the compulsory use of the metric system of weights and measures has become imperative."

You will probably have noticed the action taken by the Federated Parliament of Australia in the direction of decimal coinage, and I am informed that there is a strong feeling there in favour of adopting the metric weights and measures.

I venture to address this letter to you in the hope that you may take the question into consideration and that the result will be that you may induce the Indian Government to support the proposal.— I am, &c.,

E. JOHNSON, Secretary.

BOMBAY CHAMBER OF COMMERCE, 20th June 1902.

The SECRETARY, THE DECIMAL ASSOCIATION, London.

DEAR SIR,—I am directed by the Committee of the Bombay Chamber of Commerce to acknowledge the receipt of your letters of the 10th February and 12th March, and enclosures on the expediency of making the adoption of the metric system of weights and measures compulsory.

2. In view of the importance of the question the Committee directed that the said papers should be circulated to the Members of the Chamber for an expression of their individual opinions. This has been done, and of those who have favoured the Committee with a statement of their views twenty-four are in favour of the adoption of the metric system, while eleven are more or less opposed to it. Of these eleven, five object to it entirely, while three subscribe to the remark, "We are not much enamoured of the proposed scheme;" and three others say, "It is more important to reduce the various systems prevailing in India to uniformity."

3. The multiplicity of systems here alluded to and the difficulty of effecting in such a country as India a change of the nature contemplated, are considerations which, in the opinion of my Committee, would render useless any movement that might be made here in advance of a definite enactment in the United Kingdom. But I am to say that, having regard to the voting shown above, this Chamber may be considered as favouring the adoption of the metric system and would be prepared to address the Government of India to that effect should a suitable opportunity occur.—I have, &c.,

FREDERICK NOEL-PATON, Secretary.

THE DECIMAL ASSOCIATION,

BOTOLPH HOUSE, EASTCHEAP,

LONDON, E.C., 3rd October 1902.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—The resolution passed by the Colonial Premiers in favour of the adoption of the metric weights and measures throughout the British Empire has revived interest in this question to

such an extent that if all our supporters would give their best efforts to pressing the reform, it would be possible to pass a Bill next Session of Parliament.

There are already 290 M.P.'s prepared to support such a measure and several might be added to this list if all interested in the movement would use their best influence in obtaining pledges from those M.P.'s who have not yet given them.

To carry on our work with full efficiency a considerable expense is involved for printing, postages, &c., and I am instructed to invite you to assist us by becoming a subscriber, or by making a donation to our funds.

If, in addition, you would enlist the support of your friends you would render valuable service, for which my Committee would be grateful.—I am, &c.,

E. JOHNSON, Secretary.

DECIMAL ASSOCIATION.

President:

SIR SAMUEL MONTAGU, BART., D.L.

Vice-President:

SIR WILLIAM MATHER, M.P.

Executive Committee:

J. EMERSON DOWSON, M. INST. C.E., Chairman.

F. Faithfull Begg.
H. J. Falk (Liverpool).
Professor H. S. Foxwell, M.A.
Sir A. F. Godson, M.P.
Col. Sir E. S. Hill, K.C.B.
The Rt. Hon. Lord Kelvin of Largs, P.C., G.C.V.O., F.R.S.
The Rt. Hon. Lord Avebury, P.C., F.R.S., LL.D.
Sir Philip Magnus.
Robert C. Millar, C.A. (Edinburgh).
Sir Guilford Molesworth, K.C.I.E., M. Inst. C.E.
Kenric B. Murray.
Professor J. S. Nicholson, M.A., D.Sc.
J. G. Pilter (Paris).
A. D. Provand.
Sir Henry Roscoe, F.R.S.
W. T. Rowlett (Leicester).
Alexander Siemens, M. Inst. C.E.
Wm. Alexr. Smith (Glasgow).

Secretary:

EDWARD JOHNSON.

Offices:

BOTOLPH HOUSE, EASTCHEAP, LONDON, E.C.

The Report of the Executive Committee, which was issued on June 4th last, referred to the efforts they were making to bring before the Conference of the Colonial Premiers the question of adopting the metric weights and measures throughout the British Empire. It is most satisfactory to record that one of the final acts of this Conference was the passing of a Resolution in favour of the proposed reform.

This is regarded as a most important step in advance, and should greatly facilitate legislation in the House of Commons.

The Committee are also pleased to report that as further evidence of the rapid growth of popular opinion since June 4th, twenty-six more Members of Parliament have signified their approval of the Association's programme. There are now 292 Members pledged to support a Bill in the House of Commons.

THE DECIMAL ASSOCIATION,
BOTOLPH HOUSE, EASTCHEAP,
LONDON, E.C., 27th November 1902.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—I thank you for your letter of the 29th October. I am getting some fresh matter in regard to our work and aims printed, and will send you a parcel for distribution in a few days.

The usual subscription for this Association is 20*s.*, but the donations from other provincial Chambers varies from £5 downwards.—Yours, &c.,

E. JOHNSON, Secretary.

BOMBAY CHAMBER OF COMMERCE, 18th December 1902.

The SECRETARY, The DECIMAL ASSOCIATION, London, E.C.

DEAR SIR,—I am directed by the Committee of the Bombay Chamber of Commerce to acknowledge receipt of your letter of the 27th November and to hand you herewith a demand draft for the sum of £5, being the amount of a donation towards the purposes of your Association.—I am, &c.,

FREDERICK NOEL-PATON, Secretary.

APPENDIX DDD.

PUBLIC AND CHARTER-PARTY HOLIDAYS.

BOMBAY CHAMBER OF COMMERCE, 3rd November 1902.

The SECRETARY to GOVERNMENT, FINANCIAL DEPARTMENT, Bombay.

SIR,—I am directed by the Committee of the Bombay Chamber of Commerce to remind you that the Committee for fixing the holidays for the year 1903, under the provisions of the Negotiable Instruments Act, should, as on former occasions, be appointed by 1st December next, and to request that the usual Notification may be issued in due time. At the same time I have the honour to solicit the favour of your furnishing the Chamber with a list of public and other holidays fixed by Government for the ensuing year and also (in due course) with the names of the gentlemen nominated by the Exchange Banks and by the Hon'b'e the Chief Justice of His Majesty's High Court of Judicature to serve on this Committee.

I am further to add that the Deputy Chairman, Mr. H. C. Wright, will represent the Chamber on the Committee in question.—I have, &c.,

FREDERICK NOEL-PATON, Secretary.

No. 4295 of 1902.

FINANCIAL DEPARTMENT,

BOMBAY CASTLE, 15th December 1902.

To The SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—With reference to your letters, dated 3rd November and 8th December 1902, I am directed to state that Government have decided to recognise in future the following public holidays under Section 25 of the Negotiable Instruments Act, 1881, in addition to New Year's Day, Good Friday and Christmas Day :—

Maha Shivratri	... 1 Day.
Holi	... 1 „
Ramnavmi	... 1 „
Mohoram	... 1 „
Easter (Saturday and Monday) ...	... 2 Days.

Birthday of His Majesty the King-Emperor. (Such day as may be fixed by His Excellency the Governor-General in Council).	1 Day.
Nareli Purnima	1 „
Gokul Ashtami	1 „
Ganesh Chaturthi	1 „
Parsi New Year's Day	2 Days.
Khurdad Sal	1 Day.
Dasara	1 „
Divali	2 Days.
Christmas	4 „
Total	...20 Days.

I am further to state that instructions have been issued for the assembling of a Committee consisting of the Deputy Chairman of the Chamber, the Secretary and Treasurer, Bank of Bombay, the Accountant General, the Prothonotary of His Majesty's High Court of Judicature, Original Side, and Mr. John Stiven (a representative of the Exchange Banks) for the purpose of advising on what particular days in the year 1903 the holidays mentioned in the foregoing list should be observed under the Act. The Committee is requested to meet and report to Government as soon as possible.

A list of the sectional holidays recognised by Government for the year 1903 will be shortly furnished to the Chamber.—I have, &c.,

J. MEAD, Under Secretary to Government.

BOMBAY CHAMBER OF COMMERCE, 19th December 1902.

The UNDER SECRETARY to GOVERNMENT, Financial Department, Bombay.

SIR,—With reference to your letter No. 4295 of the 15th instant, I have the honour to forward herewith, for the consideration of Government, the Report of the Committee appointed to consider what days in the year 1903 should be recognised as holidays under the Negotiable Instruments Act, 1881.—I have, &c.,

FREDERICK NOEL-PATON, Secretary.

REPORT OF THE COMMITTEE APPOINTED TO CONSIDER THE QUESTION OF PUBLIC-HOLIDAYS FOR THE YEAR 1903.

By letter No. 4295, dated 15th December, the Government of Bombay appointed the following Committee for the purpose of advising on what particular days in the year 1903 the holidays mentioned in the list attached should be observed under the Negotiable Instruments Act of 1881 :—

J. M. Dick, Esq. (Chairman of the Chamber).
J. Begbie, Esq.
O. T. Barrow, Esq.
J. Stiven, Esq.
L. N. Banaji, Esq.

The Committee met on Wednesday, the 17th December, at 4-45 p.m., and have now to recommend that the holidays named be observed on the particular days mentioned below :—

			Days.
Maha Shivratri	25th February	Wednesday	1
Holi	13th March	Friday	1
Ramnavmi	6th April	Monday	1
Mohurrum	9th April	Thursday	1
Easter	11th and 13th April	Saturday and Monday	2
Birthday of His Majesty the King-Emperor (such day as may be fixed by the Governor-General in Council)			1
Cocoanut Day	7th August	Friday	1
Gokul Astami	15th August	Saturday	1
Ganesh Chaturthi	26th August	Wednesday	1
Parsee New Year	14th & 15th September	Monday and Tuesday	2
Khordadsla	21st September	Monday	1
Dussera	1st October	Thursday	1
Divali	20th and 21st October	Tuesday & Wednesday.	2
Christmas	24th & 26th December	Thursday & Saturday.	2
New Year	31st December	Thursday	1

In the list of Holidays named in the letter referred to, 4 days are given for Christmas "in addition to Christmas Day." This is understood by the Committee to be a clerical error, and that the days really intended to be observed "in addition to Christmas Day" are the 24th, 26th and 31st December, but they will be glad to have a reply on this point as soon as possible.

The Committee beg leave also to refer to the change now for the first time introduced in the terms of the reference made to them by Government.

Hitherto the instructions to the Holidays Committee have been "to consider what days in the year should be recognised as Holidays under section 25 of the Negotiable Instruments Act, No. XXVI of 1881."

This year for the first time the duties of the Committee are limited to "advising on what particular days in the year" the Holidays at the same time named by Government should be observed.

The Committee desire to submit that the change here introduced is undesirable in the public interest, inasmuch as it deprives the business community of regular means of representing to Government any considerations affecting the suitability of certain holidays. The history of the Committee shows many instances in which they have been able to make to Government recommendations of this nature, and which have been recognised and adopted by Government as well founded. An example may be found in the record of the present year when Government proposed to allow only one day for Divali; but on the representation of the Chamber subsequently allowed two days. The Committee desire further to point out that in a country so large as India, there is no necessity for uniformity of Holidays throughout the various Provinces, and that in view of the diversity of castes and the changing composition of the various communities it may well happen in the future, as it has in the past, that in one part of the country or another it may be found expedient to alter the list of Holidays to be observed. Under the old arrangement machinery existed by which any such change of conditions could be regularly brought to the notice of Government. Under the terms of reference now instituted no such means will exist, and the Committee therefore desire to represent to Government the expediency of reverting to the procedure under which the Holiday Committee has hitherto been instructed to recommend what Holidays should be observed.

In the present instance they submit once more that three days ought to be allowed for Divali in Bombay. The same conditions may not exist in all other parts of India, but it remains that whether the three days Holiday at Divali be recognised by Government or not, the three days Holiday will continue to be observed in the Bombay Bazars and up-country markets with the effect that all business will in fact be stopped. It therefore appears to the Committee most desirable that Government should formally recognise a condition which in practice is absolute, so that advantage may be taken of a day on which business will in reality be at a stand-still.

Representations have further been received from representatives of the Parsi Community that Jamshedi Naoroj which falls on Saturday, the 21st March, is a holiday of importance, and since the enquiries of the Committee bear out this representation, the members desire to recommend that Jamshedi Naoroj be recognised by Government as a Holiday to be observed on the date named.

In conclusion the Committee beg leave to submit that an effort should in future be made to appoint the Holidays Committee at an earlier date. Real inconvenience is inflicted on the business community by the failure to convene the committee until the end of the year, and they venture to recommend that in future it should be appointed not later than the 20th November.

In view of the lateness of the appointment made this year the Committee express the hope that there may be no avoidable delay in the definitive announcement of Government's decision in the matters above referred to.

(Sd.) J. M. DICK.
" J. BEGBIE.
" O. T. BARROW.
" J. STIVEN.
" L. N. BANAJI.

No. 4444 of 1902.

FINANCIAL DEPARTMENT,

BOMBAY CASTLE, 23rd December 1902.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—With reference to your letter dated the 19th December 1902 I am directed to forward, for the information of the Chamber, a copy of Government Notification, Financial Department, No. 4443, dated 23rd December 1902, regarding the public holidays recognised by Government under the Negotiable Instruments Act, 1881. The 2nd January 1903 was notified on 18th October 1902 as a holiday under the Act.

2. With reference to the Committee's Report received with your letter under reply I am directed to make the following remarks. The Government of India have decided that four holidays are to be allowed at Christmas and New Year in addition to Christmas and New Year's days specified in Section 25 of the Negotiable Instruments Act. Accordingly the 24th, 26th and 31st December 1903 are now being notified as public holidays under the Act, and the fourth day will be notified in the list of holidays for the year 1904. I am to explain that the Government of India after considering the views of this Government and of the Bombay Chamber of Commerce definitely fixed the number of general holidays to be notified under the Act in future and thus necessitated the modifications in the terms of reference to the Committee to which allusion is made. The present representation of the Committee will however be communicated to that Government.

3. The Government of India approved of a holiday on "Jamshedi Naoroz," but the day was not included in the list of holidays given in paragraph 1 of my letter to you No. 4295, dated 15th December 1902, because the Committee appointed in November 1901 reported that Jamshedi Naoroz "is a relatively unimportant holiday, and occurring as it does in a very busy season of the year, may, with advantage, be abandoned." In deference to the opinion now expressed by the Committee the holiday in 1903 has been included in the Notification No. 4443 referred to in paragraph 1 of this letter.

4. In future years the Committee will be appointed about 15th November. The delay in nominating the Committee this year was solely due to the general question of holidays being under the consideration of Government.

5. I am also to forward the list of sectional holidays referred to in paragraph 2 of my letter No. 4295, dated 15th December 1902.—I have, &c.,

J. P. MEAD,
Under-Secretary to Government.

NOTIFICATION.

FINANCIAL DEPARTMENT,

BOMBAY CASTLE, 23rd December 1902.

No. 4443.

Under Section 25 of Act XXVI of 1881, entitled the Negotiable Instruments Act, His Excellency the Governor in Council is pleased to declare the following days to be public holidays :—

Maha Shivratri	25th February	1903	Wednesday.
Holi	13th March	„	Friday.
Jamshedi Naoroz	21st March	„	Saturday.
Ramnavmi	6th April	„	Monday.
Mohurrum	9th April	„	Thursday.
Easter	11th & 13th April	„	Saturday & Monday.
Birthday of His Majesty the King Emperor. (Such day as may be fixed by the Governor-General in Council.)			
Cocoanut Day	7th August	1903	Friday.
Gokul Ashtami	15th August	„	Saturday.
Ganesh Chaturthi	26th August	„	Wednesday.
Parsi New Year	14th & 15th Sept.	„	Monday & Tuesday.
Khordadsal	21st Sept.	„	Monday.
Dasera	1st October	„	Thursday.
Divali	20th & 21st October	„	Tues. & Wednesday.
Christmas	24th & 26th Decem.	„	Thur. & Saturday.
New Year	31st Decem.	„	Thursday.

By order of His Excellency the Right Honourable the Governor in Council.

W. T. MORISON,
Acting Secretary to Government.

(True Copy.)
R. B. VAKIL,
Supdt., Fin. Dept.

CHAIRMEN AND SECRETARIES OF THE BOMBAY CHAMBER OF COMMERCE.

Chairmen.

J. Skinner	1836-37	W. Christian ... A. J. Hunter ... Alexander Brown.	1866-67
M. T. Brownrigg ...	1837-38		
H. G. Gordon	1838-39		
J. Skinner	1839-40	J. Foggo	1867-68
T. R. Richmond ...	1840-41	Hamilton Maxwell ...	1868-69
C. B. Skinner	1841-42	H. E. Astley ... D. Graham ...	1869-70
S. D. Murray	1842-43		
J. Wright ... E. Lyon	1843-44	A. D. Grant	1870-71
		W. G. Hall	1871-72
T. Cardwell	1844-45	J. K. Bythell	1872-73
J. Smith	1845-46	H. E. Bright ... E. Lord	1873-74
W. Graham	1846-47		
John Parsons	1847-48	D. Watson	1874-75
A. G. Latham	1848-49	J. A. Forbes	1875-76
Robert Strong	1849-50	G. F. Henry ... Donald Graham..	1876-77
W. S. Grey	1850-51		
John Parsons	1851-52	Walter Lang	1877-78
A. H. Cambell	1352-53	M. Mowat	1878-79
H. B. Gilmour	1853-54	C. Macdonald	1879-80
James Graham	1854-55	J. N. Graham	1880-81
W. F. Hunter	1855-56	E. Comber ... W. M. Macaulay.. .	1881-82
A. T. Binny' ... H. B. Gilmour ...	1856-57		
John Fleming	1857-58	James Thorburn	1882-83
Robert Ryrie	1858-59	Sir F. Forbes Adam, Kt., C.I.E., 1883-84, 1884-85, 1886, 1887, 1888, 1889.	
H. D. Cartwright. Henry Scott ...	1859-60		
Andrew Grant ... George Hamilton. George Lord ...	1860-61	A. F. Beaufort	1890
		L. R. W. Forrest. ...	1890-92
		J. L. Symons	1892
		R. S. Campbell	1893
James N. Fleming Michael H. Scott..	1861-62	W. R. Macdonell	1893, 1894, 1895
		A. F. Beaufort	1896
Robert Hannay. Alexander Brown.	1862-63	A. Abercrombie ...	1897
		R. H. Macaulay ...	1898
Andrew Grant	1863-64	A. Abercrombie ...	1899
A. C. Gumpert ... Alexander Stewart	1864-65	William Greaves.	1900, 1901, 1902
		The Hon'ble Mr. J. M. Dick	1902-03
A. J. Hunter	1865-66		

Secretaries.

R. X. Murphy	1836-38	J. A. Crowe (Acting) ...	1858-59
J. E. Brenan	1838	H. Brooke	1859-64
R. X. Murphy	1838-41	James Taylor	1864-73
T. J. A. Scott	1841-46	John Gordon	1873-84
John Connon	1846-57	David Watson (Acting).	1881-82
John Mawson	1857-59	John Marshall	1884-98

FREDERICK NOEL-PATON, appointed 1898.

ANNUAL GENERAL MEETING.

THE Annual General Meeting of the members of the Bombay Chamber of Commerce was held in the rooms of the Chamber, Graham's Buildings, on Wednesday, 11th March 1903, at 4 p.m., when the following Resolutions were submitted for adoption :—

(1) That the Report of the Committee for the year 1902 be adopted and confirmed, and that the payment of Rs. 1,783-6-0, being legal charges incurred in connection with certain matters relating to the Measurement Department, be sanctioned.

(2) That the thanks of the Chamber be tendered to the Chairman, Deputy Chairman and the outgoing Committee for their able conduct of the affairs of the Chamber during the past year.

(3) That the following gentlemen be elected members of the Committee of the Bombay Chamber of Commerce for the year 1903 :—

Mr. C. H. Armstrong, Mr. F. W. Bickel, Mr. Marshall Reid, C.I.E., Mr. Frank Ritchie, Mr. R. R. Ross, Mr. H. Wenden, C.I.E., and Mr. A. Zygouras.

(4) That goods falling due for delivery on a Sunday or on a Charter Party and Shipping Holiday must be delivered on the day previous to the Sunday or the Charter Party and Shipping Holiday as the case may be.

(5) That the Tonnage Scale for Maize be altered from 16 to 17 cwts. to the steamer ton.

(6) That the article "Crushed Myraboilams" be added to the Bombay Tonnage Schedule and the scale fixed at 10 cwts. to the steamer ton in accordance with ascertained measurement.

(7) That the Rules and Regulations of the Bombay Chamber of Commerce be amended to read as follows (copy attached with alterations and additions shown in italics); and that for the better guidance of members the alterations and additions be shown in italics in the Report for 1902.

(8) That the scale of landing charges—sanctioned by the Bombay Chamber of Commerce at the Annual General Meeting of the Members held on 30th October 1877—being obsolete be rescinded, and that the Table of Wharfage Fees, in use by the Bombay Port Trust, be printed in lieu thereof.

(9) That Messrs. Ferguson and Irvine be re-elected Auditors of the Chamber's Accounts for the year 1903 on the remuneration hitherto paid to them.

The Hon'ble Mr. J. M. Dick presided.

Among those present were:—Mr. F. Ritchie, Superintendent, P. and O. Company; Mr. J. Fairclough, of Messrs. Ewing and Co.; Mr. H. E. E. Procter, of Messrs. Killick, Nixon and Co; Mr. W. M. Ross, of Messrs. Ewart Latham & Co.; Mr. Martin, of Messrs. Fleming, Shaw and Co.; Mr. H. Wenden, C.I.E., Agent, G. I. P. Railway; Mr. A. Zygouras, of Messrs. Ralli Brothers; Mr. D. M. Inglis and Mr. G. M. Wilson, of Messrs. Finlay, Muir and Co.; Mr. Sassoon J. David, of Messrs. Sassoon J. David and Co.; Mr. C. H. Armstrong, of Messrs. Lyon and Co.; Mr. H. Blascheck, of Messrs. Blascheck and Co.; Mr. W. Adams Oram, of the Hongkong Bank; Mr. J. Stiven, of the Chartered Bank; Mr. J. Begbie, of the Bank of Bombay; Mr. J. Humphrey, of Messrs. Latham and Co.; Mr. L. B. Ker, of Messrs. Ritchie, Steuart and Co.; Mr. Marshall Reid, C.I.E., of the Bombay Co., Ld.; Mr. F. W. Bickel, of Messrs. Volkart Brothers; Mr. Nigel F. Paton and Mr. Graham, of Messrs. W. and A. Graham and Co.; Mr. Vizbhukhandas Atmaram, of Narandas Rajaram and Co.; Mr. S. M. Moses, of Messrs. David Sassoon and Co., Ld.; Mr. R. R. Ross, of the National Bank; Mr. G. Prier de Saone, of Messrs. Prier de Saone and Co.; Mr. E. Scarpa, of the Austrian Lloyds S. N. Co.; Mr. J. S. Wardlaw Milne, of Messrs Turner, Morrison and Co; Mr. H. B. McKerrow, of Messrs. C. Macdonald and Co.; Mr. N. S. Glazebrook, of Messrs. Glazebrook, Tejpal and Co.; Mr. Jehanghir B. Petit, of Messrs. Jehanghir B. Petit and Co.; Mr. S. Abraham and Mr. A. Booker, of Messrs. E. D. Sassoon and Co.; Mr. H. F. Wagstaff and Mr. H. Tewsley, of the South British Fire and Marine Insurance Co.; Mr. C. Vernon, of Messrs. Farbenfabriken, Bayer and Co., Ld., Mr. H. Holmes, of Messrs. Gysi and Kleinjung;

Mr. H. Courtenay Wright, of Messrs. Wallace and Co.; Mr. D. H. Glade, of Messrs. Glade and Co.; Mr. H. R. Greaves, of Messrs. Greaves, Cotton and Co.; Mr. J. Black, of Messrs. Forbes, Forbes and Co., Ltd.; Mr. R. Ditchburn, of Messrs. Shepherd and Co.; Mr. H. Heberlein, of Messrs. Ostermayer and Co.; Mr. E. Schoen, of Messrs. Gaddum and Co.; Mr. W. Moir, of the Commercial Bank; and Mr. F. Noel-Paton, Secretary of the Chamber.

The annual report, which fully and lucidly reviewed the events of the year, was presented.

THE CHAIRMAN'S SPEECH.

The Chairman moved: "That the Report of the Committee for the year 1902 be adopted and confirmed, and that the payment of Rs. 1,783-6-0, being legal charges incurred in connection with certain matters relating to the Measurement Department, be sanctioned." He said:—It has been customary in moving the adoption of the Annual Report for the Chairman to call attention briefly to the more important items of work done by the Committee during the year. Having only succeeded your late Chairman at practically the end of the year I am in the position of having to review what was chiefly the work of another. Mr. Greaves' inability to return to Bombay, as intended, and to resume the work of the Chamber, was a disappointment to all who knew how conscientiously and unsparingly he devoted himself to that work. And the interregnum, coming as it did just at the time when various Governments were making their final arrangements to attend the Durbar at Delhi, unfortunately prevented that official representation at that historic gathering of the mercantile community of Bombay, which it had been the intention of His Excellency the Governor to provide. We must hope, however, that the absence of personal intercourse with the official chiefs of Government which such an opportunity should have afforded will not unfavourably affect the commercial interests of this Presidency. My feeling upon going over the report for the past year is one of difficulty in selecting from the many subjects which have engaged our attention, one or two of pre-eminent interest. Your committee has met as regularly and debated as seriously on many points as in former years. It has worked as hard as usual and disposed of all the business that came up, but it has not been confronted with any very large or important questions permanently affecting Bombay's trade and commerce.

THE CURRENCY QUESTION.

For instance, for many years the currency question was probably the most engrossing and far-reaching in its scope of any matters coming before this Chamber, occupying much of its time and thought. In the past year no reference has been made to it. It formed the subject of some important remarks at the last Annual General Meeting, but as a living and active matter, touching our trade in all its ramifications, currency has for the last twelve months ceased to exist. And, gentlemen, whatever may be our private views, and I am aware of the great differences in individual opinions which exist amongst our members present, I cannot but think this lull in the storm of controversy, even if it be only temporary, is a matter for congratulation. Whether we think that the Government policy of closed mints and ¼ ex. has vindicated itself fully, or whether, as those who are opposed to that policy do, we console ourselves by declining to believe that it is anything more than on its trial, we cannot but be thankful for the position India occupies to-day. Even the most enthusiastic advocate of open mints must have experienced a feeling of dismay when he contemplated an 8d. rupee and all that that entailed, and reflected on the interference with and upsetting of the course of trade with which our friends in the Further East have recently had to put up. I do not wish to dwell on such a controversial subject, but at any rate your Committee is glad to have been spared the consideration of this question.

THE QUESTION OF RAILWAYS.

There is next another question less general, more local, upon which your Committee would very gladly have spent more time, but little opportunity has been given. I refer of course to railways, and I am sorry to say that so far as progress in that all important subject is concerned the report is practically silent. In April and in June your Committee addressed the Bombay Government again urging the importance of the Nagda-Bara-Muttra Line, and His Excellency was good enough to send on these representations to the Government of India, but beyond the cold comfort of a reply in September that the Government of India was giving the matter attention, nothing has been done. Gentlemen, I am sure I only reflect the opinion of every member of the Chamber in saying that Bombay has not of late years been altogether fairly treated in the

matter of railway extension. To all intents and purposes Bombay has been excluded for some years from all hope of benefitting in any extensive way from the Government of India's railway programme. And no satisfactory reason has ever been adduced for this exclusion. Why money should be withheld from the construction of an important line, opening up a large tract of fertile country, a line almost certain to be reproductive from the beginning, is a puzzle to all, and is one of those matters for which business men require an exceedingly plain and apparent reason. In spite of this Chamber's memorials and protests, in spite of its constant advocacy of the Nagda-Bara-Muttra line, its intentional abstention from pressing for other lines also most helpful to Bombay's trade, but not in its opinion so pre-eminently beneficial, its refusal to be drawn aside to consider other suggestions, in spite of these things, and in the face of these appeals, this line is still conspicuous by its low place in the list and remote distance from early consideration in the Government railway programme up to and including the years 1901-02. As mentioned by the Chairman at the last annual meeting, your Committee and some others had in January 1902 the pleasure of meeting Mr. Robertson, Special Commissioner, appointed by the India Office to enquire into the administration and working of Indian Railways and in a very interesting interview with him laid before him the Chamber's views about railways. At that time, however, Mr. Robertson had just arrived in India. He came to hear and to listen, not to speak and give his views. Recently he again passed through Bombay on a second cold weather tour, but your committee decided not to trouble him with a repetition of its views just then, presuming him to be in the same receptive but non-communicative mood. We preferred to wait his return to Bombay on completion of his tour, when we hope his attitude will be more communicative and his opinion as to India's needs in the matter of railways definitely formed. At that meeting, however, one very important, and to me most convincing, point was brought out, and unless I am mistaken it was a point which impressed Mr. Robertson. The Chairman called attention to it a year ago, but it appears to me sufficiently important to be worth repeating. It was this, that whereas the Port of Bombay does about 35 per cent. of the entire Foreign trade of India, including Burma, it was at that time 'promised' only about 11½ per cent. of the Railway grants in the next three years, and looking to the lines then actually under construction Bombay stood to benefit

to the extent of 2½ per cent. only (with 37½ per cent. of the trade) as compared with Calcutta, 68 per cent. (with 41 per cent.) of the trade.

RIGHT TO CLAIM CONSIDERATION.

Now, gentlemen, do not these facts appear to you as conclusive of this Chamber's right to claim consideration, and immediate consideration, for the scheme it has so consistently and constantly put forward? You will all join with me in the hope that something of our keenness and long-felt desire for the construction of the Nagda-Bara-Muttra Line may have impressed itself on Mr. Robertson and through him upon those who wait upon his counsel and opinion. One word in conclusion on this matter. We are not jealous of the trade of other ports. We are all anxious to see equal opportunities of development given to all ports, and to many of us the interests of Calcutta and Karachi are identical with those of Bombay. But we do want equal opportunities. We have a splendid port, nothing can alter its magnificent geographical position and advantages. We have a wealthy population and are in every way well equipped to handle all trade that comes to us. If it were otherwise, if after reaching Bombay produce was saddled with excessive local charges and port dues, something might be said for the policy of not exploiting the port's hinterland to its utmost extent. But when in the matter of local handling charges and port dues Bombay is the cheapest port in India, its claim to Railway extension fully on a par with that given to other ports is clear and undoubted. You will excuse my further quoting a few figures, but the matter is so important from the Bombay point of view that too much publicity cannot be given to it. From a most carefully compiled return prepared by the Hon'ble Mr. Hughes, Chairman of the Port Trust, it is shown that the General Port charges on goods (excluding Treasure) amount—

In Bombay to 5·05 annas per Rs. 100 of value.

Calcutta	6·39	„	„
Karachi	5·95	„	„
Madras	9·09	„	„

that is, Calcutta is 26 per cent., Karachi 18 per cent., and Madras 78 per cent. higher than Bombay in the matter of general Port charges on goods. Similarly the Port charges on shipping are equally low. Gentlemen, these figures are eloquent. They second our call for the fullest possible development of railways towards Bombay.

CONSTRUCTION OF A NEW DOCK.

I have mentioned the port. I may be pardoned for referring to the Port Trust, and would merely say in passing that that body, at the instigation of its able Chairman, is looking ahead, and in view of the expansion of the trade in Bombay, of which it is convinced, has now under consideration the construction of a new dock fitted for the development of trade and the increased size of steamers which are sure to come. The plans have been before the Chamber and commanded full approval. Further, the Trustees are pressing for the prompt beginning of the Port Trust Railway with a view to cheapening the already unparalleled cheap port dues on cargo. I need scarcely say that the relations between the Port Trust and the Chamber are of the most cordial character. Every representation from the latter meets with prompt consideration from the Port Trust, and in the year under review an important improvement in the matter of deliveries of metal has been inaugurated, an improvement which means a saving of time and interest to the importer and no extra expense to him, and which by the acceleration of metal deliveries materially lessen the congestion of traffic at the Docks. Speaking of the Port naturally leads me to speak of its lighting. There is little use having a good house unless its approach is well lighted, and last year by the erection of a very powerful light of the latest design on Kennery Island, the actual entrance to Bombay harbour has been brought up to very near perfection in the matter of lighting. But the road leading to the entrance requires attention too, and here we touch upon an almost perennial theme of protests and recommendations from this Chamber. I suppose the question of improvement in the lighting in the Red Sea was a leading question in the Chamber when the oldest member present to-day first began to take an interest in Chamber work. Well, gentlemen, people mostly get things by persistence in asking for them, and since I referred to the subject of Red Sea Lights at this meeting two years ago a great advance has been made. The Turkish Government had fixed on September 1901 for commencing the work of constructing the four new lighthouses so often referred to, and in February 1902 we received intimation that a steamer carrying the material required for these lighthouses reached Zobehr "some time ago" (date not known apparently), had discharged the part of the material for the lighthouse in that place and was to proceed shortly to Abu Ail to disembark such part of her cargo as was required for the lighthouse

on that island. That was only about a year ago, and considering the name which the Turkish Government has earned for its capacity to delay, I think it is a matter for satisfaction and congratulation to be able to announce that a few weeks ago your Committee received a notice from the Government of India intimating that these four lighthouses were now complete and would shortly be in working order. The road to our port and its entrance are now well lighted. If we can get the land approach well metalled by railways we shall have reason to be satisfied.

THE OFFICIAL TELEGRAPH VOCABULARY.

Among other questions which have engaged your Committee's attention in the past year, I am not sure that that of the official telegraph vocabulary is not entitled to rank first. It is seemingly a small matter but so much depends upon it. The question was initiated by this Chamber and the entire concurrence in this Chamber's views of all the Chambers in India and some of those in the Further East with which your Committee communicated evidences the importance which the question holds in the opinions of the entire mercantile world. For some years past the threat of an official vocabulary for code messages has been hanging over the heads of merchants and traders in all lands. Now one might almost call code messages the arteries of commerce, and I can think of nothing which must cause more general inconvenience to us all, more universal interference with the arrangements for the conduct of our every day-to-day business than any arbitrary and uncalled for change in the matter of code words. Most merchants have given much time and money to compilation of a code suitable to their particular business, and nothing will evoke a more universal complaint than any official action necessitating entire re-casting of those codes. We do not want any official vocabulary. The old regulation is good enough that "words in code language must be taken from one or several of the German, English, Spanish, French, Dutch, Italian, Portuguese and Latin languages," with a limit of ten letters according to the Morse alphabet.

It was found on examination that words like the following were apparently intended to be omitted from the official vocabulary. I only mention a few:—

Disavowals	Disbody	Crispam
Disbindeth	Crispet	Crispolum

They are not perhaps very pretty words, but they are certainly not bad words. I mean of course bad words from a telegraphist's point of view, and for the purposes of signalling are just as good words as

Disabuse	Disapprove
Dismiss	Crispars, &c., &c.

I am sure you will agree with me that there is no reason why such words should be excluded from use as code words. I am unable to conceive any. Your Committee therefore wrote in May to the Director-General of Telegraphs urging at length its views and requesting that the considerations it set forth should be commended to the British Delegate to the forthcoming Conference, with instructions to oppose any ordinance making the adoption of any vocabulary compulsory. A reply in July informed us that the Director-General had laid our representations before the Government of India, whose orders thereon should be communicated to the delegate from India at the Conference. So far this is good, but it is not enough, and in a further letter sent in November to the same official your Committee pointed out that on one page alone of the contemplated official vocabulary no fewer than 41 words from the English language only had been omitted. Your Committee further by sending copies of the correspondence to all the Chambers in India and some in the Further East, as well as to those of London, Glasgow, Liverpool, Manchester, Leith, Berlin, Hamburg and the British Chamber in Paris, has enlisted, it is hoped, an amount of interest in, and sympathy with, the views it has consistently advocated, which should secure, it is to be trusted, sufficient influence at the forthcoming Conference to prevent the adoption of any compulsory official vocabulary, or failing that, the inclusion in such a vocabulary of any and every grammatical inflection of every word whether in common use or not. Gentlemen, we have done our best for your interests in this matter and can only hope that the result will be satisfactory.

A COMMERCIAL BUREAU.

In other minor matters connected with telegrams, such as the adoption of a uniform telegraph form throughout the world, we have taken action, but I need not detain you with any details on such a point. Another matter of considerable commercial interest was the suggestion by Government of the creation of an office of

Commercial Intelligence in connection with the Department of Finance and Commerce upon which the opinion of the Chamber was asked last May. As you would all see from a recent notice in the Press, the Government of India has asked the sanction of the Secretary of State for permission to create this office, so I need not dwell upon your Committee's reply to the reference. The success of such an office appeared to us to depend very largely upon the experience and training of the gentleman appointed to conduct it, the method and system adopted in acquiring commercial intelligence, and more especially the manner in which the intelligence so acquired is to be made available for the public. If the new office thus sought to be created becomes simply a glorified statistical department, which, I am glad to say, is the declared intention of Government that it should not, it will not be of very much importance to us one way or another. If, on the other hand, its object is to collect information about scientific trades and industries and make such information public, it will not, your Committee thought, command much support from the mercantile community. The office at home corresponding to the one about to be created here has been, I noticed in a recent article, a considerable success and in several other countries the office fulfils a useful duty. We can therefore wait and hope that in India it will come up to the expectations which have been formed of its usefulness.

BOMBAY AND THE MINTS.

On the question of proposing to centralise the Mints at Bombay your Committee had not much to say, recognising that the abolition of the Mint at Calcutta was not one upon which any definite expression of opinion was called for from this Chamber. While therefore pointing out the necessity for the Mint or Mints being fully capable of getting through all the work which might come to them, we contented ourselves with noticing the phrase "in or near Bombay" in the Government reference and expressing the unanimous opinion of bankers and merchants consulted that "near Bombay" would not suit; the Mint must be in Bombay, close to the Banks and the centre of trade. As usual, Government did your committee the honour of submitting for its opinion certain proposed additions to existing Legislative Acts and new Acts. This is a privilege which the Chamber greatly appreciates. Your Committee unanimously approved of an amendment to the "Indian Limitation Act, 1877," providing that the interval between a debtor's death and

the representation of his estate should be excluded in computing the period of limitation prescribed for any suit. Your Committee also approved of certain amendments to the Indian Ports Act, and again at a very considerable outlay of time reported on a Bill to consolidate the Civil Procedure Code. But for particulars of these I must refer you to the very full report now in your hands. I take this opportunity of publicly expressing the Committee's thanks to the legal members of the Chamber for their most valuable assistance in connection with such bills, an assistance always most readily rendered when asked for. To a great number of other subjects the attention of the Committee has been given during the past year, such as—

Interest Guarantee on Government Paper,
Short-reeled yarn,
Aden Port Commission,
Improvement of Cotton Cultivation,
Imperial Cable Communications,

and a great many others, all exhaustively dealt with in the Report before you.

TWO OTHER MATTERS.

Two other matters I wish to mention. Since we last met, the Chamber, along with other Mercantile Associations in Bombay and the leading officials, has been addressed on two occasions in this room, once by the Hon. Mr. Barrett and once by Sir Howard Vincent, M.P. The subject of Mr. Barrett's address—the World's Fair—is one about which we shall probably hear a good deal in the next twelve months. The Chamber has addressed Government in this matter and is now waiting to hear what the Government of India proposes to do. To Sir Howard Vincent's subject I need not specially refer. It is a question upon which the members of the Chamber are apparently divided. It is also one upon which, at an early date, the Chamber may be called upon to express its views. Under the rules of the Chamber, which later on to-day we propose amending, it is a question which would have formed an excellent subject for discussion at one of the quarterly meetings, long since fallen into abeyance. This fact, however, need not deter any member or number of members from asking that it be discussed and the general feeling of the members upon it ascertained. No review of the committee's work would be complete without a reference to matters connected with the measurement of cotton at the Docks. That

reference will be brief. We believe that the result of such action as the Committee decided to take has been entirely beneficial to the interests which the measurement department exists to serve. Before sitting down I wish to express my personal thanks, and in this I am confident I can associate my predecessor, Mr. Greaves, unfortunately absent, the Deputy Chairman and the Committee, to all the members of the Chamber Staff, and particularly to our Secretary, Mr. Noel-Paton, for his able and zealous work in the Chamber's interests. We cordially appreciate his energy and the exhaustive manner in which all questions are prepared for our consideration. The report speaks for this, and no words of mine can add to its testimony. To you, gentlemen, I have to express my thanks for the honour you have done me in electing me your Chairman for the present year. (Applause.)

Mr. H. C. Wright, in seconding the proposition, said :—The Chairman has touched upon most of the subjects in the report and I will not, therefore, detain you long. The question of short-reeling has again been before the Chamber, and you will notice from the report that in answer to an enquiry from Government, we have advised that prosecutions should be undertaken by Government. Reeling being done by human labour cannot be mathematically accurate, and the law does not demand absolute correctness but leaves a margin for error, and I think that there is no doubt that approximate accuracy can be obtained. We shall await with interest to hear what Government decides to do, and there seems only two courses open, either to amend the Act and allow spinners to reel as they like, or to insist upon the law being carried out. The Chamber did not accept the invitation made to them to address Government on the question of the proposal to guarantee interest on rupee paper, and I think they were well advised in refusing to volunteer their opinion until invited to do so. The proposal to guarantee interest at 1s. 4d. seems at first sight to be very attractive and some enthusiasts seem to think that European capital would be largely attracted by such a guarantee. I do not think it would. The bulk of the rupee loans are repayable at three months' notice after 1st August, 1904, and are not attractive to the European investors. There is no guarantee that the present loans will not be converted after 1904 to 3 per cent. or paid off. To make our rupee loans really attractive, it is necessary that they should have a much larger currency and be made available for

investment by Trustees. I think that it is hardly fair on Government to accuse them of want of faith in their currency legislation if they do not at once jump at the proposal to guarantee interest on their rupee loans at 1s. 4d. The loans have been issued and taken up on certain terms, and I do not see why these terms should be altered.

Mr. H. E. E. Procter, in supporting the proposition, said :—I should like to make a few brief remarks on one or two of the matters dealt with in the report, and the first one is that of railways. As pointed out by the Chairman, we have a port not only second to none from its natural position and advantages, but also the cheapest port in India. The facilities now provided are extremely good, and in a few years we shall have a new Dock with all the latest appliances for handling cargo quickly, and large enough to accommodate the largest steamer afloat. I think, therefore, we have every right to expect Government to treat us liberally in the matter of railway extensions on this side of India. That they have not done so is shown very clearly by the figures just given us by the Chairman, and we naturally ask the reason of our getting such a small proportion of the railway grants in comparison with our more favoured neighbour. Well, gentlemen, I think it is because we do not ask for enough. I know it has been the policy of this Chamber to concentrate all its energies on the Nagda-Bara Railway, but I cannot help thinking this is a mistake. Let us continue to press for the construction of this line, but let us also press for the construction of others as well. It is quite possible if we only press for the construction of the Nagda-Bara Railway, Government may think we only want that one particular line made, but if we continually press forward all the schemes we think desirable for the development of the trade of this port, Government will have to realise that we are really and properly dissatisfied with the present state of things, and when they do realize this we may get the Nagda-Bara line, if not others made. While I quite admit the necessity of the Nagda-Bara Railway in order to open up fresh country, I think that in regard to through communication with the Punjab, the doubling of the G. I. P. Railway from Khandwa onwards is most essential, and should be strongly urged by this Chamber. For the Punjab trade we have a keen rival in Calcutta, and if we are to compete successfully we must improve our communications. The E. I. Railway are, I understand, doubling

their line to the Punjab as fast as they can, and if we do not do the same, we shall find ourselves left behind and shall not reap the benefits we deserve from our increased docking facilities. Another development to be urged is the laying down of cheap 2ft. 6in. feeder lines in the Berars and other districts, and as apparently these can only be done by private enterprise, I would urge this Chamber to press for the revision of the present terms offered by Government, which are not sufficiently attractive to enlist the support of capital in this country. I feel sure that not only are Government prepared to help private enterprise in this way, but that we should find the big railway companies and the District Local Boards also very ready to help, and a representation from this Chamber would do great good.

NEW PERSIAN CUSTOMS TARIFF.

It will be seen from the report that the attention of the Committee was drawn to this last July, but in the absence of any definite information and in view of the fact that Lord Lansdowne had stated the matter was receiving careful consideration, the Committee decided to postpone addressing Government on the subject. Well, gentlemen, as you now know from the papers, the terms of the new tariff were announced on the 15th February and brought into force the following day, and as the effect of this tariff will be to ruin the present trade between India and Persia, I think we should strain every nerve and bring all the pressure we can to bear to get it repealed. The outgoing committee have already telegraphed to Government protesting against it as injurious to our trade, and I trust the incoming committee will not let the matter drop.

A SUGGESTION.

Mr. N. S. Glazebrook said there was one question to which he should like to draw the attention of the Chamber. The Chairman had in his speech referred to the work which the Port Trust had been doing for the good of the City. He also referred to the railway scheme undertaken by the Port Trust. Perhaps the Chairman was not in a position to say how far that scheme had advanced. His (the speaker's) object was to point out to the representatives of the Chamber on the Port Trust the great inconvenience that was caused to the cotton trade at Colaba by the land being utilised by the Trust for building purposes. The result of this was that as Colaba was at present very much overrun by cotton, and as the accommodation there had, in consequence, been reduced, *great difficulty was experienced in getting ingress and egress.* He thought the representatives

of the Chamber on the Trust should make a point of protesting against any sites being given for building accommodation, until the Trust were in a position to offer new sites to the cotton trade for storing cotton. The railway scheme was under consideration, and so far as he knew nothing had been done so far as the actual construction was concerned. It would be many years before they would be benefited by the scheme, and until that was done, he thought it was a great mistake for the Port Trust to make use of the land for building purposes. He should like the Chamber's representatives to remember when considering that question, that a very large proportion of the Chamber's income was derived from measurement fees on the cotton shipped.

The Chairman said he could promise the last speaker that the matter would receive due attention from the representatives of the Chamber on the Port Trust. He did not know that inconvenience was so serious, but he might say that the latest move in that direction was a letter from the Port Trust to the G. I. P. Railway, urging them to push on their portion of the line from Sion to Mazagon. The detailed plans and surveys of the work to be done by the Trust were ready, and it would be probably commenced in the next financial year. It was expected that it would take two years at least.

The report was adopted.

The Hon'ble Mr. Moses, in proposing a vote of thanks to the Chairman, Vice-Chairman, members of the outgoing committee and the Secretary for their able conduct of the affairs of the Chamber during the past year, said :—Mr. Chairman and Gentlemen, we have met once more to receive the report of the retiring committee of this Chamber, and to express our thanks for the valuable and unstinted labour devoted by them upon all subjects of commercial utility and importance brought before them during the past year as seen by the voluminous report which has been placed before us, and their services deserve our hearty recognition. (Applause.) But before formally submitting the propositions to the meeting, I may be permitted to make a few observations upon subjects of paramount interest to this Presidency as well as to all India. I mean the condition of the mill industry and of the agricultural population. At the risk of being considered wearisome I feel it incumbent on me to draw the attention of this Chamber year by year to their deplorable condition until some solution of the difficulty is found and relief afforded. When we met last year the rate of silver was 25 7-16d.; this year it touched 21 11-16d. The rate of exchange in Hongkong on India was Rs. 136 for $100 and in Shanghai Rs. 187 for 100 taels,

and they declined to Rs. 116 and Rs. 160, respectively. You can imagine from this how seriously this continuous fall in silver has affected our trade with the Far East. It is true we have been able to get some enhancement in the tael and dollar prices for our goods, but it was not found possible to keep pace with the serious and rapid decline in exchange, because it must be remembered that we are not alone in the field—we have to face the keen competition of the Chinese and Japanese mills who are always in a position to undersell us owing to fiscal advantages which the latter enjoy, and with the large cotton crop in Shanghai. I expect to see even keener competition this year followed by a curtailment of our twist export to the Far East.

DEPLORABLE AND ALARMING.

The situation of our mill industry, therefore, is, as I have already observed, simply deplorable and alarming. Only those who are interested in the mills, and who are in the vortex of the fluctuations in silver, can realise the seriousness of the situation. I hold in my hands a list showing ten mills which have been closed or sold at about a third of their original price, eleven mills whose destinies are hanging in a balance as to when they will go into liquidation, and the rest are eking out bare existences. I might mention that two enterprising visitors to the Delhi Durbar when passing through Bombay had compassion on our industry by buying a mill for Rs. 2½ lakhs, which originally cost 9½ lakhs of rupees! The shareholders get nothing, and the debenture holders receive about 50 per cent. of their advance which they thought at one time to be of an undoubted security. This affords a practical illustration of the sorry plight in which our mill industry is at the present moment. Whilst placing the trade of India with the West upon a firm footing although the agricultural classes and planters of indigo, tea, &c., are still labouring under the disadvantage of high exchange our Government should now direct their attention to our trade with the Far East, and not allow our once flourishing industry to fall into decay, especially as the remedy to a certain extent lies in their power. (Applause.) I should respectfully urge them to thoroughly investigate the situation and come to our help.

TWO WAYS OF AFFORDING RELIEF.

There are in my humble opinion two ways of affording relief. The one is, the abolition of the excise duty on our manufactured goods, which time has proved do not enter into competition with Manchester goods. Even if they did, it is to such an infinitesimal degree that I am sure even our Lancashire friends will not grudge the removal of the impost. I would therefore suggest its immediate

repeal as it is in direct contravention of the doctrine enunciated by H. E. the Viceroy in his memorable speech at the opening of the Art Exhibition at Delhi when he said that Indian art and manufacture should be encouraged and supported. The other relief seems difficult at first, but could be overcome in time; it is that our Government should interest itself for its own sake (being large creditors of China), as well as for the interests of their own subjects and of those of the Celestial Empire, in the adoption of a gold standard in China. Nearly all civilized countries have adopted it, it will shortly be introduced both in the Philippines and the Straits Settlements. Why then, should China continue its currency in that depraved metal which is continually declining in value and is an element of uncertainty and a standing menace to trade?

NUCLEUS FOR A GOLD STANDARD.

In order to form a nucleus for a gold standard, in the first place China should open up all her gold mines, and I am sure that all European Powers would render her assistance by granting her a gold loan if she will only follow their advice in the matter of placing her currency on a satisfactory footing. Failing this I have read a suggestion in "Capital" which appears simple enough, and I would commend it to the consideration of the Powers that are interested in the well-being of China to enable her to fulfil her obligation for the payment of the indemnity. This method could also be safely adopted by our Hongkong Colony in conjunction with China. It is:—"That China may be allowed to impose an import duty on silver on a sliding scale, varying inversely with the gold price of silver. This tax would maintain in a rough and ready way the silver dollar in China at a fixed value relatively to gold. The tax would not only be a direct addition to the revenue of China, but it would enable her to pay the war indemnity in gold without difficulty as the dollars she received as Customs dues would have a fixed gold value. Importers would pay these dues without difficulty as their goods would be paid for in these dollars, and all holders of dollars would benefit by their rise in value. The only people likely to suffer would be the wealthy producers of silver." By the adoption of some such method I feel convinced that the Chinese Government would be equally benefited with the importers of that country. In the payment of her indemnity alone she will save about taels 90,000,000. I would therefore urge that the Powers should take this matter in hand energetically, as China is confessedly

utterly incapable of managing her own financial affairs, without their advice and co-operation, as they had the control of the collection of Customs dues for the past forty years, which has worked satisfactorily. I notice that the fall in silver has attracted the attention of President Roosevelt who sent a message to the Congress recommending legislation to enable America to co-operate with gold standard countries for the purpose of establishing the stability of silver, and I sincerely trust that some good may result by this action, in fact it is already bearing fruit.

CONDITION OF THE AGRICULTURAL CLASSES.

As regards the condition of the agricultural classes and the produces of this country I regret to say that it has not improved owing to the ever-widening gulf between the intrinsic value of silver and the artificial value of rupees. If Government do not see their way to re-open the mints so that our producers may get more rupees for their goods, of which they are debarred by Currency legislation, then the least they could do would be to indirectly refund them from the recurring phenomenal surpluses in the Budget by reducing the land, salt or income taxes. Some people were greatly disappointed because H.E. the Viceroy did not make such an announcement at the Delhi Durbar, but I think that such a momentous question, involving as it does crores of rupees, could not be dealt with in an off-hand manner at a Durbar. It is a subject to be well considered and discussed at the Council meeting when the result of the Budget is known, and it is confidently expected that an announcement will be made which will gladden the hearts of millions of His Majesty's loyal Indian subjects who are well deserving of support. I have now much pleasure in proposing that the best thanks of the meeting be tendered to the Chairman, Vice-Chairman, the members of the outgoing committee, and the Secretary for their able conduct of the affairs of this Chamber for the past year. (Applause.)

OTHER SPEAKERS.

Mr. W. H. Adams Oram seconded the proposition.

Mr. C. H. Armstrong, in referring to the remarks made by Mr. Moses with regard to the Indian mill industry, said as a British merchant he knew very well that the customs dues were very seriously interfering with their imports. The imports of cloth from Lancashire had fallen off very materially of late; whereas despatches

of goods made by the Bombay mills for up-country had largely increased. He had made the remark, because what Mr. Moses had said was likely to create misapprehension.

Mr. Moses said if the Indian people had taken a liking for their own manufactured goods, they could not help it. They used coarse goods at cheap prices, whereas the imported goods, though fine in quality, proved expensive.

The proposition was carried.

The Chairman thanked the meeting on behalf of himself and the committee for the resolution.

NEW COMMITTEE.

Mr. A. Abercrombie proposed: "That the following gentlemen be elected members of the committee of the Bombay Chamber of Commerce for the year 1903:—Mr. C. H. Armstrong, Mr. F. W. Bickel, Mr. Marshall Reid, C.I.E., Mr. Frank Ritchie, Mr. R. R. Ross, Mr. H. Wenden, C.I.E., and Mr. A. Zygouras."

Mr. D. H. Glade seconded the proposition, which was agreed to.

DELIVERY OF GOODS.

It was proposed by Mr. H. Blascheck, seconded by Mr. N. S. Glazebrook, and passed unanimously, "that produce falling due for delivery on a Sunday or on a Charter Party and Shipping Holiday must be delivered on the day previous to the Sunday or the Charter Party and Shipping Holiday as the case may be."

TONNAGE SCALE FOR "MAIZE."

It was proposed by Mr. A. Zygouras, seconded by Mr. F. W. Bickel, and agreed, "that the tonnage scale for maize be altered from 16 to 17 cwts. to the steamer ton, provided that this scale is borne out by a test to be forthwith made in Bombay."

TONNAGE SCALE FOR "CRUSHED MYRABOLLAMS."

Mr. J. Black proposed, Mr. Frank Ritchie seconded, and it was agreed "that the article 'Crushed Myrabollams' be added to the Bombay Tonnage Schedule and the scale fixed at 10 cwts. to the steamer ton in accordance with ascertained measurements, and that the following footnote to the item 'Crushed Myrabollams' in the Chamber's tonnage scale be added:—

"This standard is for guidance only. In case of disagreement either shipper or steamer may claim survey by the Chamber which

may fix any scale as per standards intermediate or otherwise, and that this alteration be given effect to in the supplements now being printed for publication with the report for the past year. A survey fee of Rs. 30 shall be paid on submission of the case."

CHAMBER'S RULES.

It was proposed by the Chairman, seconded by Mr. C. H. Armstrong, and passed unanimously, "that the Rules and Regulations of the Bombay Chamber of Commerce be amended to read as follows (see page (i) of this Report); and that for the better guidance of members the alterations and additions be shown in italics in the Report for 1902."

LANDING CHARGES.

It was proposed by Mr. L. B. Ker, seconded by Mr. C. Vernon, and carried, "that the scale of landing charges—sanctioned by the Bombay Chamber of Commerce at the Annual General Meeting of the members held on 30th October 1877—being obsolete be rescinded, and that the table of wharfage fees, in use by the Bombay Port Trust, be printed in lieu thereof.

COMMITTEES OF ARBITRATION.

Mr. F. W. Bickel proposed, Mr. H. McKerrow seconded, and it was agreed, "that the following addition to the regulations for Committees of Arbitration, passed at the Annual General Meeting of the Chamber held on 18th January, 1891, be rescinded :—

'In the event of both parties to a dispute wishing to refer the matter to the settlement of the Chamber without in the first instance appointing a surveyor on either side, the Committee may undertake to deal with such disputes, provided both parties agree to abide by the Chamber's decision. The fee in such cases shall be Rs. 20, of which Rs. 15 shall be paid to the Arbitrator and the balance to the General Funds of the Chamber.'"

AUDITORS.

On the motion of Mr. Sassoon J. David, seconded by Mr. H. F. Wagstaff, it was resolved to re-elect Messrs. Ferguson and Irvine auditors of the Chamber's accounts for the year 1903 on the remuneration hitherto paid to them.

A vote of thanks to the Chairman terminated the proceedings.

STATISTICAL STATEMENTS.

STATEMENT showing the Annual Value of the Import Trade of India, and the Total Miles of Railway opened.

Calendar Year.	Total Miles of Railway opened.	Official Year.	Merchandise.	Treasure.	Merchandise and Treasure
			£	£	£
1860 ...	838	1859-60 ...	24,265,000	16,356,963	40,621,963
1861 ...	1587	1860-61 ...	23,495,000	10,677,077	34,172,077
1862 ...	2333	1861-62 ...	22,320,000	14,951,985	37,271,985
1863 ...	2507	1862-63 ...	22,630,000	20,508,967	43,138,967
1864 ...	2958	1863-64 ...	27,145,000	22,962,581	50,107,581
1865 ...	3363	1864-65 ...	28,150,000	21,363,325	49,513,325
1866 ...	3563	1865-66 ...	29,600,000	29,577,301	59,157,301
1867 ...	3929	1866-67 ...	29,040,000	13,236,905	42,276,905
1868 ...	4008	1867-68 ...	35,705,000	11,775,374	47,480,374
1869 ...	4255	1868-69 ...	35,990,000	15,155,954	51,145,954
1870 ...	4771	1869-70 ...	32,925,000	13,954,807	46,879,807
1871 ...	5074	1870-71 ...	34,470,000	5,444,823	39,914,823
1872 ...	5369	1871-72 ...	32,090,000	11,573,813	43,663,813
1873 ...	5697	1872-73 ...	31,875,000	4,556,585	36,431,585
1874 ...	6226	1873-74 ...	33,835,000	5,792,534	39,627,534
1875 ...	6543	1874-75 ...	36,220,000	8,141,047	44,361,047
1876 ...	6862	1875-76 ...	38,515,000	5,300,722	43,815,722
1877 ...	7322	1876-77 ...	37,440,000	11,436,120	48,876,120
1878 ...	8223	1877-78 ...	41,464,000	17,355,459	58,819,459
1879 ...	8498	1878-79 ...	37,801,000	7,056,748	44,857,748
1880 ...	9166	1879-80 ...	41,172,000	11,654,894	52,826,894
1881 ...	9894	1880-81 ...	53,086,800	8,997,200	62,084,000
1882 ...	10153	1881-82 ...	49,113,000	11,322,800	60,435,800
1883 ...	10162	1882-83 .	52,098,700	13,453,400	65,552,100
1884 ...	11635	1883-84 ...	55,299,000	12,877,900	68,176,900
1885 ...	12287	1884-85 ...	55,701,600	13,888,200	69,589,800
1886 ...	12896	1885-86 ...	55,652,000	15,467,000	71,119,000
1887 ...	14109	1886-87 ...	61,812,000	11,048,300	72,860,300
1888 ...	14582	1887-88 ...	65,004,500	13,812,500	78,817,000
1889 ...	15893	1888-89 ...	69,437,700	13,845,000	83,282,700
1890 ...	16407	1889-90 ...	69,199,400	17,454,500	86,653,900
1891 ...	17314	1890-91 ...	71,975,800	21,934,500	93,910,300
1892 ...	17894	1891-92 ...	69,427,600	14,722,600	84,150,200
1893 ...	18510	1892-93 ...	66,278,600	17,009,800	83,288,400
1894 ...	18906	1893-94 ...	77,026,100	18,461,200	95,487,300
1895 ...	19555	1894-95 ...	73,516,500	9,581,200	83,097,700
1896 ...	20262	1895-96 ..	72,936,100	13,368,000	86,304,100
1897 ...	21123	1896-97 ...	76,215,800	13,084,500	89,300,300
1898 ...	22048	1897-98 ...	73,334,300	20,530,600	94,164,900
1899 ..	23528	1898-99 ...	72,110,700	17,895,600	90,006,300
1900 ...	24760	1899-1900...	75,304,500	20,973,600	96,278,100
1901 ...	25373	1900-1901...	80,894,100	24,576,200	105,470,300
1902 ...	† ...	1901-1902...	88,742,400	20,871,300	109,613,700

† Figures not received up to time of publication.

STATEMENT showing the Annual Value of the Export Trade of India, and the Total Miles of Railway opened.

Calendar Year.	Total Miles of Railway opened.	Official Year.	Merchandise.	Treasure.	Merchandise and Treasure.
			£	£	£
1860 ...	838	1859-60 ...	27,960,000	929,007	28,889,007
1861 ...	1587	1860-61 ...	32,970,000	1 119,549	34,089,549
1862 ...	2333	1861-62 ...	36,320,000	683,355	37,003,355
1863 ...	2507	1862-63 ...	*47,860,000	1,111,140	48,971,140
1864 ...	2958	1863-64 ...	*65,625,000	1,270,435	66,895,435
1865 ...	3363	1864-65 ...	*68,025,000	1,444,775	69,469,775
1866 ...	3563	1865-66 ...	*65,490,000	2,165,352	67,655,352
1867 ...	3929	1866-67 ...	41,860,000	2,431,503	44,291,503
1868 ...	4008	1867-68 ...	50,875,000	1,571,946	52,446,946
1869 ...	4255	1868-69 ...	53,060,000	1,395,580	54,455,580
1870 ...	4771	1869-70 ...	52,470,000	1,042,353	53,512,353
1871 ...	5074	1870-71 ...	55,335,000	2,220,765	57,555,765
1872 ...	5369	1871-72 ...	63,190,000	1,495,642	64,685,642
1873 ...	5697	1872-73 ...	55,230,000	1,308,579	56,538,579
1874 ...	6226	1873-74 ...	54,980,000	1,958,512	56,938,519
1875 ...	6543	1874-75 ...	56,360,000	1,625,309	57,985,309
1876 ...	6852	1875-76 ...	56,210,000	2,200,236	58,410,236
1877 ...	7322	1876-77 ...	61,013,000	4,029,898	65,042,898
1878 ...	8223	1877-78 ...	65,222,000	2,210,995	67,432,995
1879 ...	8498	1878-79 ...	60,937,000	3,982,228	64,919,228
1880 ...	9166	1879-80 ...	67,210,000	2,035,147	69,245,147
1881 ...	9894	1880-81 ...	74,541,000	1,440,400	75,981,400
1882 ...	10153	1881-82 ...	81,966,000	1,099,700	83,065,700
1883 ...	10462	1882-83 ..	83,485,000	1,041,800	84,526,800
1884 ...	11635	1883-84 ...	88,076,400	1,008,500	89,084,900
1885 ...	12287	1884-85 ...	83,170,100	1,968,900	85,139,300
1886 ...	12896	1885-86 ...	83,861,200	1,103,200	84,969,400
1887 ...	14109	1886-87 ...	88,481,000	1,720,400	90,201,400
1888 ...	14582	1887-88 ...	90,543,600	1,604,600	92,148,200
1889 ...	15893	1888-89 ...	97,060,200	1,784,400	98,844,600
1890 ...	16407	1889-90 ...	103,448,700	1,906,300	105,355,000
1891 ...	17314	1890-91 ...	100,215,000	2,123,200	102,338,200
1892 ...	17894	1891-92 ...	108,178,000	3,286,700	111,464,700
1893 ...	18510	1892-93 ...	106,574,700	6,958,900	113,533,600
1894 ...	18906	1893-94 ...	106,514,800	4,100,200	110,615,000
1895 ...	19555	1894-95 ...	108,929,100	8,226,100	117,155,200
1896 ...	20262	1895-96 ...	114,345,900	4,259,800	118,605,700
1897 ...	21123	1896-97 ...	103,983,600	4,937,500	108,921,100
1898 ...	22048	1897-98 ...	97,635,200	7,148,600	104,783,800
1899 ...	23528	1898-99 ..	112,801,200	7,411,400	120,212,600
1900 ...	24760	1899-1900...	109,113,600	7,956,400	117,070,000
1901 ...	25373	1900-1901...	107,764,400	14,227,400	121,991,800
1902 ...	†...	1901-1902...	124,524,800	11,470,900	135,995,700

* Exports abnormally high owing to the American Civil War.

† Figures not received up to time of publication.

FOREIGN TRADE OF BRITISH INDIA.

Summary of Imports and Exports in the Official Years 1896-97 *to* 1901-1902.

	1896-97.	1897-98	1898-99.	1899-1900.	1900-1901.	1901-1902.
IMPORTS—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Merchandise, Private.						
Bengal	30,29,00,607	28,04,00 954	27,96,74,583	29,75,88,460	31,86,91,468	32,82,04,478
Bombay	26,90,30,495	24,60,13,275	25,65,19,017	26,27,60,464	26,35,08,801	28,31,46,872
Sindh	4,39,02,765	4,63,38,090	3,97,76,931	4,22,62,878	4,56,41,007	6,43,96,140
Madras	5,82,37,016	6,39,15,864	5,26,74,824	5,58,08,813	6,62,40,579	7,68,27,436
British Burmah	4,54,73,509	5,72,71,575	5,60,87,127	4,86,97,999	6,86,91,833	6,21,30,450
Total...	71,95,44,392	69,39,39,758	68,47,32,482	70,71,18,614	76,27,73,688	81,47,05,376
Ditto Government Stores	4,26,13,960	4,24,03,401	3,63,74,679	4,59,26,171	4,61,67,185	7,27,18,823
Total Merchandise...	76,21,58,352	73,63,43,159	72,11,07,161	75,30,44,785	80,89,40,873	88,74,24,199
Treasure, Private.						
Bengal	1,77,75,882	3,26,10,705	3,62,20,891	5,60,56,464	5,74,92,830	5,11,69,963
Bombay	10,47,26,368	16,34,75,590	13,75,45,908	14,63,92,785	9,76,14,457	13,31,38,545
Sindh	31,65,925	37,82,604	24,81,499	16,26,078	3,30,006	9,64,932
Madras	38,33,292	35,01,572	18,11,753	50,13,840	79,71,553	1,01,71,397
British Burmah	12,52,061	13,92,394	7,79,516	4,95,965	12,21,434	10,38,959
Total...	13,07,53,528	20,47,62,865	17,88,39,567	20,95,85,132	16,46,30,280	19,64,83,796
Ditto Government	92,107	5,43,305	1,16,560	1,51,719	8,11,31,538	1,22,29,556
Total Treasure...	13,08,45,635	20,53,06,170	17,89,56,127	20,97,36,851	24,57,61,818	20,87,13,352
Grand Total of Imports...	89,30,03,987	94,16,49,329	90,00,63,288	96,27,81,636	1,05,47,02,691	1,09,61,37,551
EXPORTS—						
Merchandise, Private.						
(Foreign Goods.)						
Bengal	18,10,970	17,78,609	19,80,944	19,56,553	22,34,637	18,10,928
Bombay	3,12,61,727	2,76,96,058	2,53,35,785	2,46,94,259	2,44,49,048	2,53,32,170

Sindh	66,89,164	72,91,981	52,79,078	51,51,023	43,10,239	43,14,933
Madras	3,35,670	5,80,924	6,83,953	7,20,425	6,36,397	8,00,583
British Burmah	2,38,841	2,77,513	4,22,205	4,04,317	4,55,173	3,44,634
Total...	4,03,36,372	3,76,25,085	3,37,11,965	3,29,26,577	3,20,85,494	3,26,03,248
(Indian Produce and Manufactures.)						
Bengal	45,37,86,091	44,95,02,147	45,75,47,526	50,06,69,350	54,92,09,763	55,05,91,969
Bombay	30,03,64,020	24,68,85,081	32,40,45,795	27,76,19,894	24,72,28,621	35,29,25,836
Sindh	3,31,36,082	3,87,09,454	8,40,26,837	5,81,32,711	2,88,56,701	8,43,47,979
Madras	11,79,82,198	11,35,44,416	11,11,03,251	11,92,45,895	11,68,60,551	11,77,05,938
British Burmah	9,35,33,433	8,91,39,539	11,67,93,919	10,14,70,678	9,99,07,654	10,27,64,984
Total...	99,88,01,824	93,77,71,637	1,09,35,17,328	1,05,71,38,528	1,04,20,63,290	1,20,83,36,706
Total Fgn. & Indian Merchandise exported.						
Bengal	45,55,97,061	45,12,80,756	45,95,28,470	50,26,25,903	55,14,44,400	55,24,02,897
Bombay	33,16,25,747	27,45,81,139	34,93,81,580	30,23,14,153	27,16,77,669	37,82,58,006
Sindh	3,98,25,246	4,59,92,435	8,93,05,915	6,32,83,734	3,31,66,940	8,86,62,912
Madras	11,83,17,868	11,41,25,340	11,17,87,204	11,99,66,320	11,74,96,948	11,85,06,521
British Burmah	9,37,72,274	8,94,17,052	11,72,26,124	10,18,74,995	10,03,62,827	10,31,09,618
Total...	1,03,91,38,196	97,53,96,722	1,12,72,29,293	1,09,00,65,105	1,07,41,48,784	1,24,09,39,954
Ditto Government Stores	6,97,988	9,55,080	7,82,518	10,71,343	34,95,359	43,08,617
Total Merchandise...	1,03,98,36,184	97,63,51,802	1,12,80,11,811	1,09,11,36,448	1,07,76,44,143	1,24,52,48,571
Treasure, Private.						
Bengal	32,78,127	1,18,30,971	76,04,505	39,67,384	63,74,486	54,65,355
Bombay	4,45,47,680	5,80,41,367	6,36,83,567	7,44,43,593	6,46,07,098	7,73,85,523
Sindh	6,45,235	2,54,673	2,64,985	4,30,133	7,50,452	2,66,287
Madras	4,73,800	5,61,931	25,02,200	6,55,000	25,57,715	15,01,000
British Burmah	3,14,063	6,52,748	26,550	4,295	4,54,500	7,500
Total...	4,92,58,905	7,13,41,690	7,40,81,807	7,95,00,405	7,47,44,251	8,46,25,665
Ditto Government	1,16,050	1,44,780	32,400	63,471	6,75,29,395	3,00,82,938
Total Treasure...	4,93,74,955	7,14,86,470	7,41,14,207	7,95,63,876	14,22,73,646	11,47,08,603
Grand Total of Exports...	1,08,92,11,139	1,04,78,38,272	1,20,21,26,018	1,17,07,00,324	1,21,99,17,789	1,35,99,57,174

FOREIGN TRADE OF THE PORT OF BOMBAY.—IMPORTS.

Quantities and Value of the Principal Articles imported in the Official Years 1899-1900 *to* 1901-1902.

ARTICLES.		Quantities.			Value.		
		1899-1900.	1900-1901.	1901-1902.	1899-1900.	1900-1901.	1901-1902.
Animals—Living	No.	3,703	4,409	4,637	Rs. 13,11,876	Rs. 17,84,786	Rs. 18,38,466
Apparel, &c. (Excluding Boots and Shoes)	value.	.....	.....	.....	47,91,051	47,54,217	53,62,220
Arms, Ammunition, &c. (Excluding Dynamite) and other explosives	value.	.....	.....	.....	4,04,546	2,44,396	2,65,997
Articles imported by Post	,,	.....	.....	.....	36,63,369	39,71,718	49,20,448
Building and Engineering Materials ...	,,	.....	.....	.....	5,43,484	5,32,862	6,33,198
Cabinetware and Furniture	,,	.....	.....	.....	3,51,535	4,24,681	3,57,805
Candles	lbs.	948,405	1,059,100	721,523	2,65,939	3,31,236	2,25,273
Clocks and Watches	No.	153,695	144,421	182,635	8,87,406	8,34,358	9,54,677
Coal, Coke, and Patent Fuel	tons.	316,355	77,389	185,058	59,88,950	17,88,716	34,71,060
Cotton—Raw	cwts.	175,289	215,281	73,705	42,58,785	66,82,885	18,88,976
Cotton—Twist and Yarn	lbs.	9,954,355	5,781,130	7,600,298	53,35,578	40,20,205	51,26,761
Do. Piece Goods	yards.	590,906,292	489,452,158	590,516,526	7,28,07,565	6,52,92,005	8,4',33,107
Do. Shawls & Handkerchiefs ...	No.	12,856,476	5,564,739	4,922,793			
Do. Hosiery, Thread, Net, Canvas, &c.	value.	.....	.....	.....	24,62,332	19,13,422	25,06,918
Chemical Products and Preparations ...	value.	.....	.. ..	.....	13,90,516	16,05,678	1:.47,776
Dynamite and other Explosives	cwts.	1,615	1,410	889	1,07,733	91,453	46,664
Drugs, Medicines & Narcotics (Excluding Tobacco)	value.	.....	....	.....	20,35,385	23,87,347	24,08,643
Dyeing and Colouring Materials—Aniline and Alizarine Dyes	lbs.	5,779,537	5,606,339	7,132,912	36,89,904	37,78,639	53,79,771
,, ,, Other Sorts	cwts.	26,740	24,513	8,188	9,59,171	11,39,064	8,:9,576
Earthenware and Porcelain	value.	.....	.....	....	6,81,712	6,05,817	8,43,105
Fireworks	,,	....	....	....	4,12,126	1,28,518	1,82,562
Glass and Glassware	,,	....	.....	.....	31,33,504	33,61,064	47,35,407
Gums & Resins (Excluding Cutch & Gambier)	cwts.	68,666	57,287	68,42	8,34,859	8,09,365	9,08,599
Hardware and Cutlery	value.	....	.....	.....	58,48,982	60,09,:90	58,81,588
Hides and Skins	cwt.	13,715	13,065	13,377	7,78,484	6,76,397	8,51,155
Instruments and Apparatus	value.	....	.....	.....	15,50,300	15,93,857	17,6.,668
Ivory, Unmanufactured	lbs.	168,447	257,366	255,944	10,48,022	15,88,:22	15,47,769
Do. Manufactured	value.	.....	.....	.....	1,27,551	80,03:	1,70,206
Jewellery, Precious Stones, Pearls, &c. ..	,,	....	.....	..	1,:0,43,178	50,11,625	63,19,511
Leather, Unwrought, Saddlery, &c. ...	,,	....	..	....	11,10,998	9,05,987	8,94,935
Do. (Boots & Shoes)	pairs.	173,510	1,79,937	204,377	5,54,570	5,24,433	6,35,896
Liquors—Ale, Beer, and Porter ...	...gallons.	1,217,664	1,156,161	1,360,537	13,68,466	12,18,783	14,60,:06
Do. Spirits	,,	369,233	362,106	372,378	28,21,271	27,15,921	27,81,930
Do. Wines and Liqueurs	,,	103,463	117,5.9	94,620	9,26,482	9,10,966	824, 82

Liquors—Other sorts ... ... „	1,494	1,640	1,099	4,477	4,889	3,126
Machinery and Millwork ... ... value.	.....	.....	.....	1,15,41,912	72,23,304	89,34,126
Matches, Lucifer and other ... ... „	.....	.....	.....	11,59,034	13,18,835	13,26,214
Metals—Brass ... ... cwts.	2,795	3,528	3,741	1,74,606	2,63,800	2,99,753
Do. Copper ... ... „	15,569	25,550	30,686	11,12,695	17,30,393	20,13,274
Do. Mixed or Yellow Metal ... „	25,090	49,106	53,573	12,13,619	24,71,847	26,40,871
Do. Iron ... ... „	6,88,728	7,07,258	823,968	54,13,487	63,51,038	63,87,947
Do. Lead ... ... „	15,721	17,566	27,061	2,29,716	2,61,569	3,29,843
Do. Quicksilver ... ... lbs.	75,281	137,329	139,305	1,35,525	2,61,654	2,53,641
Do. Steel ... ... cwts.	492,673	656,166	978,504	34,96,044	49,26,226	60,78,688
Do. Tin ... ... „	5,914	8,079	8,253	5,80,610	8,18,620	7,56,549
Do. Zinc or Spelter ... ... „	24,981	27,868	29,869	4,55,913	4,55,537	4,45,187
Do. Other sorts ... ... „	6,006	8,271	9,444	6,31,995	8,97,298	9,48,174
Oil Mineral—Kerosine ... ... gallons.	14,703,446	24,487,764	28,584,251			
Do. do. other sorts ... ... „	1,314,776	2,181,442	1,860,139	86,54,578	1,31,13,009	1,25,66,470
Do. do. Paraffin wax ... ... cwts.	13	259	273			
Do. All other Sorts ... ... gallons.	384,925	290,721	374,956			
Paints and Colours (excluding Painters' Materials) ... ... cwts.	76,757	75,257	79,876	10,36,074	11,17,606	12,17,528
Paper and Pasteboard ... ... value.	.....	.....	.....	22,43,660	23,38,363	28,71,817
Perfumery, other than Musk ... ... „	.....	.....	.....	1,83,905	1,73,636	1,61,903
Provisions ... ... „	.....	.....	.....	69,03,430	78,64,316	76,81,632
Railway Plant and Rolling Stock ... „	.....	.....	.....	1,54,11,981	48,14,392	44,78,830
Silk—Raw ... ... lbs.	1,398,710	2,142,281	1,759,547	46,17,064	85,39,241	63,96,237
Do. Piece Goods (including silk mixed with other materials) ... ... yards	6,675,029	9,154,982	10,459,383	58,99,028	77,72,302	81,99,166
Spices ... ... lbs.	14,529,152	11,333,549	11,822,404	24,32,043	19,55,788	22,10,088
Sugar, refined ... ... cwts.	1,459,716	2,294,673	2,338,206	1,60,39,232	2,58,22,775	2,49,33,840
Tea ... ... lbs.	2,579,250	4,269,414	2,501,065	1,348,019	22,62,914	13,20,841
Tobacco, Cigars, &c. ... ... „	515,879	571,346	580,703	6,06,431	6,91,433	7,85,390
Umbrellas ... ... No.	1,466,443	1,060,512	622,257	13,53,834	10,63,978	6,72,806
Wool—Raw ... ... lbs.	2,213,442	1,855,017	2,144,021	5,99,217	5,20,553	5,94,684
Woollen Piece Goods ... ... yards	6,536,097	6,527,419	8,256,301	52,61,951	58,74,330	70,15,796
All other Articles ... ... value.	.....	.....	.....	2,10,95,438	2,47,78,295	1,94,69,458
Total Value...	.....	.....	.....	26,26,41,552	26,34,05,990	28,30,08,154
Treasure—*Gold* ... ... Ozs. ...	1,220,264	1,113,060	708,064	7,26,90,708	6,70,74,563	4,31,86,121
Do. Silver ... ... „ ...	39,333,881	15,661,661	49,374,353	7,37,02,077	3,05,39,894	8,99,52,424
Total Treasure...	40,554,145	16,774,721	50,082,417	14,63,92,785	9,76,14,457	13,31,38,545
Grand Total Rs ...	.....	.....	.....	40,90,34,337	36,10,20,447	41,61,46,699

FOREIGN TRADE OF THE PORT OF BOMBAY.—EXPORTS.

Quantities and Value of the Principal Articles exported in the Official Years 1899-1900 *to* 1901-1902.

ARTICLES.	Quantities.			Value.		
	1899-1900.	1900-1901.	1901-1902.	1899-1900.	1900-1901.	1901-1902.
INDIAN PRODUCE AND MANUFACTURES.						
				Rs.	Rs.	Rs.
Coffee ... ... cwts.	2,020	5,925	3,950	64,710	2,23,814	1,38,043
Coir, unmanufactured & manufactured (Excluding Ropes) ... ... ,,	10,568	10,985	15,385	91,709	1,44,661	1,33,599
Cotton—Raw ... ... ,,	3,004,308	2,443,985	4,145,251	6,85,93,628	6,90,36,726	11,25,01,454
Do. Twist and Yarn ... ... lbs.	219,468,492	113,833,680	246,578,805	6,25,46,430	4,01,22,176	8,44,54,372
Do. Piece Goods ... ... yards.	48,066,477	38,374,578	44,076,939	64,29,083	54,69,781	62,72,513
Do. Shawls and Handkerchiefs... No.	3,47,038	194,990	146,059			
Do. Hosiery, Thread, Net, Canvas, &c. value	.....	.....	.....	4,07,567	3,98,148	4,03,216
Dyeing and Colouring Materials (including Cutch, Gambier & Lac)—						
Indigo ... ... cwts.	6,641	5,322	3,015	12,25,107	10,62,718	6,02,107
Myrabollams ... ... ,,	808,692	753,476	921,460	29,70,129	26,49,395	31,38,393
Other Sorts ... ... ,,	25,921	27,328	43,180	3,20,866	3,67,714	5,46,333
Grain and Pulse—						
Rice not in the Husk ... ... ,,	612,358	572,876	792,274	33,93,425	31,46,484	41,37,310
Wheat ... ... ,,	23,10,535	24,070	83,297	96,79,110	1,62,949	4,49,531
Wheat Flour ... ... lbs.	50,266,633	41,833,740	47,045,929	31,04,381	28,00,316	30,29,764
Other Sorts ... ... cwts.	570,329	153,411	317,668	21,30,674	7,88,932	14,25,662
Hides and Skins—						
Hides ... ... No.	852,458	2,301,607	158,128	38,58,880	87,82,544	9,39,807
Skins ... ... ,,	4,510,845	5,388,592	3,344,077	65,11,625	78,33,897	48,73,662
Oils ... ...gallons.	290,142	255,580	240,030	6,69,459	7,36,493	9,51,693
Opium ... ...chests.	24,923	21,714	17,541	3,04,83,593	3,33,30,002	2,28,16,254
Provisions ... ... value.	.....	.....	.....	19,85,549	19,73,025	16,85,720
Seeds—						
Linseed ... ... cwts.	1,494,651	987,610	2,144,685	98,88,987	88,94,600	2,01,18,136
Rape ... ... ,,	1,887,316	981,460	2,987,032	1,14,52,888	73,19,366	1,98,59,116
Gingelly ... ... ,,	1,783,254	1,578,054	1,790,910	1,46,00,878	1,32,19,743	1,56,10,235
Poppy ... ... ,,	570,953	441,310	603,367	37,25,444	37,50,086	50,00,078
Castor ... ... ,,	719,673	819,179	11,03,097	42,79,995	61,28,084	75,52,584
Groundnuts ... ... ,,	23,904	28,950	98,208	1,56,413	2,32,755	7,67,557
Cotton ... ... ,,	19,449	198,766	1,997,459	45,567	4,73,773	45,34,435
Other sorts ... ... ,,	423,134	105,177	712,045	21,75,424	9,72,077	40,32,189

Spices	lbs.	5,630,723	5,884,478	7,071,601	12,52,886	14,96,034	19,52,826
Sugar—Refined (including Sugar-candy and Confectionery)... ...	cwts.	11,654	10,776	12,111	1,83,768	1,62,973	1,65,613
Do. unrefined (Molasses, Goor, &c.)...	„	15,748	14,971	12,068	1,31,931	1,31,330	1,15,017
Tea	lbs.	2,039,864	2,625,880	2,870,324	10,29,653	13,03,472	13,56,559
Tobacco, Cigars, &c.	„	4,153,061	3,222,287	9,165,647	5,32,577	4,84,418	11,41,930
Wool—Raw	„	15,600,684	9,273,061	10,163,011	72,44,335	42,55,944	46,09,857
Woollen Shawls	No.	1,109	1,139	1,663	63,637	55,659	45,678
All other Articles	value.	.....	.....	.....	1,61,23,826	1,93,68,826	1,75,14,393
Total Value Rs.		.....	.....	.....	27,73,54,134	24,72,28,915	35,29,25,636
FOREIGN MERCHANDISE.							
Cotton—Twist and Yarn	lbs.	1,630,096	1,049,137	1,501,452	901,175	6,10,378	8,59,615
Do. Piece Goods	yards.	61,916,957	56,420,120	65,447,932	1,12,97,661	1,07,01,886	1,21,57,761
Do. Shawls and Handkerchiefs ...	No.	938,059	849,423	882,209			
Do. Hosiery, Thread, Net, Canvas, &c.	value	.....	.....	.....	2,87,915	2,62,707	2,20,327
Gums and Resins (excluding Cutch and Gambier)	cwts.	43,099	34,422	39,243	7,17,734	5,77,178	6,69,845
Ivory, unmanufactured	lbs.	89,724	66,880	81,365	4,20,353	3,59,928	4,56,412
Provisions	value	.....	.....	.....	11,41,377	9,27,251	14,50,674
Silk—Raw...	lbs.	88,481	93,856	56,709	1,66,553	1,78,743	1,42,545
Do. Piece Goods (including silk mixed with other materials)	yards.	514,562	570,932	322,594	4,42,037	5,08,148	6,09,725
Sugar—Refined (including Sugar-candy and Confectionery). ...	cwts.	93,644	59,322	52,083	10,70,657	7,12,308	614,671
Tea	lbs.	1,342,706	1,884,183	1,248,785	8,45,001	10,10,558	8,38,695
Wool—Raw	„	733,040	469,364	701,400	2,34,930	1,83,147	2,52,757
Do. Piece Goods... ...	yards.	325,775	319,901	260,368	3,28,040	3,39,456	2,73,959
All other Articles	value.	.....	.....	.....	68,89,161	80,77,360	67,80,129
Total Value Rs.		.....	.....	.....	2,46,92,594	2,44,49,048	2,53,27,115
Grand Total Rs....		.....	.....	.....	30,20,46,728	27,16,77,963	37,82,52,751
Treasure—Gold	Ozs....	353,148	705,127	571,927	2,00,77,462	4,16,96,191	3,28,97,305
Do. Silver	„ ...	30,088,563	11,779,684	24,871,037	5,43,66,131	2,29,10,907	4,44,88,218
Total Treasure...		30,441,711	12,484,811	25,442,964	7,44,43,593	6,46,07,098	7,73,85,523
Grand Total Rs....		.....	.....	.....	37,64,90,321	33,62,85,061	45,56,38,274

FOREIGN TRADE OF BRITISH INDIA.—IMPORTS.

Quantities and Value of the Principal Articles imported in the years ending 31st December 1900, 1901, and 1902.

ARTICLES.		Quantities.			Value.		
		1900.	1901.	1902.	1900.	1901.	1902.
					Rs.	Rs.	Rs.
Animals—Living	No.	11,195	10,469	11,795	44,68,478	41,48,863	45,48,848
Apparel (including Millinery, &c.) ...	value	.....	.....	.....	1,27,68,359	1,49,00,762	1,53,23,507
Arms, Ammunition, &c.	,,	.....	.....	.....	20,89,781	24,72,454	25,89,321
Books and Printed Matters	cwts.	15,598	21,889	23,707	21,26,006	25,05,035	27,03,838
Building and Engineering Materials ...	value.	.....	.....	.....	20,10,823	19,76,658	23,75,403
Coffee	cwts.	6,657	7,166	11,911	2,81,682	2,19,965	3,36,470
Coal, Coke and Patent Fuel	tons.	135,649	191,627	219,347	32,44,565	39,16,447	41,87,551
Cotton—Raw	cwts.	305,541	83,767	82,946	89,00,717	23,62,292	20,25,144
,, Twist and Yarn	lbs.	36,048,845	38,602,163	34,208,791	2,43,46,669	2,74,85,578	2,31,59,775
,, Piece Goods...	yards.	1,916,832,509	2,218,773,589	2,091,603,371	24,29,07,529	30,00,39,656	26,96,72,888
,, Shawls, Hosiery, Thread, &c....	value.	.....	.....	.....	1,09,04,554	1,11,58,813	96,78,109
Corals, Real	lbs.	197,771	244,703	305,845	8,24,043	8,36,349	6,33,836
Chemicals	value.	.....	.....	.....	53,45,624	56,59,232	56,39,420
Clocks and Watches...	No.	258,614	307,085	371,292	14,25,963	15,68,323	16,38,969
Candles	lbs.	3,448,502	3,243,394	3,166,064	10,18,986	9,77,366	9,61,430
Drugs, Medicines and Narcotics ...	value.	.....	.....	.....	94,73,368	1,01,33,217	1,07,84,500
Dyeing and Tanning materials (Alizarine and Aniline dyes)	lbs.	7,023,070	9,013,470	8,985,247	44,60,521	61,47,264	66,71,179
,, other sorts	cwts.	67,174	39,777	43,134	16,12,070	13,88,987	16,01,724
Earthenware and Porcelain	value.	.....	.....	.....	18,63,188	24,89,044	27,41,557
Flax, manufactured and unmanufactured...	,,	.....	.....	.....	17,33,759	19,82,404	18,76,042
Fruits and Vegetables	,,	.....	.....	.....	10,84,346	8,96,685	5,78,917
Gums and Resins	cwts.	100,233	127,890	134,992	11,23,474	12,66,649	13,57,954
Glass	value.	.....	.....	.....	71,92,253	90,82,335	92,37,367
Hides and Skins, dressed and undressed—							
Hides	cwts.	2,506	8,874	7,483	1,35,140	3,31,035	3,90,186
Skins	,,	20,996	19,499	30,162	11,10,352	12,69,663	17,94,340
Ivory, unmanufactured	lbs.	234,554	245,130	307,855	14,56,982	14,63,482	18,12,598
Instruments and Apparatus	value.	.....	.....	.....	43,39,624	53,17,246	56,15,601

Jewellery, Precious Stones, Pearls, &c...	value.	.....	.....	.....	66,01,000	1,15,03,027	1,60,04,250
Liquors—Ale, Beer and Porter ...	gallons	3,211,104	3,340,856	4,040,058	45,77,945	47,77,947	54,57,991
„ Spirits	„	1,245,280	1,245,349	1,362,092	83,82,993	86,61,978	91,37,719
„ Wines, Liqueurs, &c. ...	„	336,844	328,841	351,305	29,90,474	28,54,217	32,53,314
Leather, unmanufactured and manufactured (excluding Boots and Shoes)	value.	.....	.....	.....	17,39,838	19,02,344	23,76,102
„ Boots and Shoes	pairs.	716,700	725,903	836,756	19,49,178	19,73,753	21,80,564
Metals (excluding Hardware & Cutlery).	tons.	252,951	3,66,825	371,961	5,97,10,577	6,91,14,284	7,56,22,803
„ Hardware and Cutlery ...	value.	.....	.....	.....	1,65,88,452	1,71,76,482	1,78,44,491
Machinery and Millwork	„	.....	.....	.....	2,26,76,265	2,88,50,352	2,89,27,541
Matches, Lucifer and other	„	.....	.....	.....	37,21,607	44,63,617	44,82,033
Oil, mineral—Kerosine ...	gallons	69,342,595	96,733,632	81,970,967	3,03,13,477	3,87,55,767	3,03,86,970
Oil, do. other kinds	„	6,688,170	87,84,879	6,879,234			
Oil all other kinds	„	1,927,095	24,58,911	1,665,884	56,73,438	76,11,098	59,52,467
Provisions	value.	.....	.....	.....	1,90,57,568	2,02,87,527	1,88,70,547
Paints and Colours	cwts.	199,381	209,426	229,712	28,85,445	33,27,677	32,59,886
Painters' Materials	value.	.....	.....	.....	8,75,650	9,83,681	8,98,121
Paper and Pasteboard	„	.....	.....	.....	41,26,465	52,94,298	53,37,588
Perfumery	„	.....	.....	.....	2,38,067	2,52,458	2,18,711
Railway Plant and Rolling Stock ...	„	.....	.....	.....	1,45,33,987	2,09,13,038	1,38,16,490
Salt	tons.	333,940	464,148	497,095	51,07,791	73,21,596	68,73,747
Silk, Raw	lbs.	2,242,103	2,213,573	1,826,270	88,24,847	83,55,024	66,24,694
„ Piece Goods (including goods mixed with other materials)	yards.	15,906,627	20,096,438	17,698,698	1,18,05,536	1,38,30,257	1,29,75,820
Soap	cwts.	96,344	103,084	134,248	16,61,064	17,81,630	22,21,819
Spices	lbs.	102,233,870	87,753,725	96,652,926	90,92,261	85,95,618	84,35,380
Stationery (excluding Paper). ...	value.	.....	.....	.....	29,54,230	33,30,921	31,70,054
Sugar and Sugarcandy, Refined ...	cwts.	4,276,964	4,625,233	5,958,068	4,82,44,510	5,07,33,824	5,69,64,183
„ Unrefined (Molasses, Goor, &c.)...	„	444,270	559,300	395,712	15,02,546	24,92,942	16,47,590
Tea	lbs.	4,602,709	3,859,471	3,189,671	23,79,593	19,21,006	16,84,360
Toys and Requisites for Games ...	value.	.....	.....	.....	17,84,350	20,08,245	22,42,268
Umbrellas	No.	2,972,568	2,378,319	2,029,393	27,69,633	21,45,943	17,54,692
Wood, Timber	tons.	27,971	43,985	46,218	17,55,541	28,00,251	29,34,105
„ other Sorts, including wooden-ware	value.	.....	.....	.....	4,03,516	4,50,698	5,18,862
Wool, Raw...	lbs.	30,12,066	3,908,808	3,248,406	8,22,391	11,37,945	8,01,075
„ Piece Goods	yards.	12,702,340	17,676,025	10,982,132	1,13,32,842	1,41,03,857	95,83,871
„ Shawls, Braids, &c.	value.	.....	.....	.....	82,54,110	69,88,181	43,90,486
All other Articles	„	.....	.....	.....	3,65,52,228	3,09,80,744	3,13,43,730
Total Value Rs....		.....	.....	.....	72,00,98,271	82,99,78,031	78,81,55,798

FOREIGN TRADE OF BRITISH INDIA.—EXPORTS.

Quantities and value of the Principal Articles Exported in the years ending 31st December 1900, 1901, and 1902.

ARTICLES.	Quantities.			Value.		
	1900.	1901.	1902.	1900.	1901.	1902.
INDIAN PRODUCE AND MANUFACTURES.				Rs.	Rs.	Rs.
Coffee ... ... cwts.	202,193	322,466	191,326	1,00,02,032	1,59,87,027	95,84,290
Cotton—Raw ... ... „	2,673,263	5,225,812	5,582,893	7,77,27,289	13,60,16,558	13,92,28,578
„ Twist and Yarn ... ... lbs.	110,592,505	249,304,522	251,865,459	3,85,96,631	8,54,10,673	8,68,92,412
„ Piece Goods ... ... yards.	69,192,863	69,790,394	70,570,705	1,43,83,724	1,38,25,137	1,35,81,235
„ Shawls, Hosiery, &c. ... value.	.....	.....	.....	9,88,750	12,80,250	12,96,402
Coir, Unmanufactured ... ... cwts.	40,773	22,667	25,359	3,68,706	2,20,891	2,16,700
„ Manufactured (excluding Cordage). „	431,875	428,993	430,052	39,28,684	39,93,295	43,10,246
Dyeing and Colouring Materials—						
Indigo ... ... „	97,892	98,754	82,586	2,31,45,949	2,02,26,532	1,70,32,773
Myrabollams ... ... „	1,102,901	928,596	1,250,561	36,82,955	30,42,944	40,98,598
Cutch and Gambier ... ... „	122,758	76,736	59,661	22,71,635	14,45,257	10,70,434
Other sorts ... ... „	89,491	93,072	159,332	9,33,826	10,04,078	12,22,790
Grain and Pulse—						
Rice in the Husk ... ... „	234,636	323,323	399,186	6,81,873	8,39,201	9,39,648
„ not in the Husk ... ... „	30,934,289	32,540,303	39,192,609	13,09,37,119	13,56,75,164	15,43,01,278
Wheat .... „	50,357	5,516,637	10,599,321	3,02,529	2,45,05,864	4,65,94,044
Wheat Flour ... ... lbs.	54,082,042	54,543,888	76,402,928	34,95,541	34,22,318	44,80,629
Other Sorts ... ... cwts.	922,537	1,292,419	3,942,034	42,08,874	53,73,379	1,39,32,863
Hides and Skins—						
Hides ... ... „	1,726,338	916,728	770,497	7,44,08,345	4,17,71,369	3,49,34,340
Skins ... ... „	411,579	400,612	379,525	4,76,67,734	4,64,06,164	4,52,34,564
Jute—Raw... ... ... „	11,878,404	13,013,518	15,702,955	10,47,70,963	10,79,51,899	12,74,14,347
„ Gunny Bags ... ... No.	198,942,301	210,871,630	242,482,139	4,32,24,577	4,54,55,239	4,83,56,307
„ Cloth ... ... yds.	359,013,889	406,901,681	456,208,128	3,29,93,430	3,82,23,195	4,03,14,028
„ Other Sorts ... ... value.	.....	.....	.....	6,73,095	8,87,645	6,92,476
Lac—Shell, Button, Stick, &c. ... cwts.	246,781	180,473	202,570	1,15,66,759	87,19,286	1,50,04,810
Opium ... ...chests.	70,799	65,178	67,917	9,66,64,344	8,60,68,842	8,12,79,724
Oils ... ... { gallons	4,826,186	3,557,966	4,203,244	} 75,87,377	66,37,416	76,99,959
{ cwts.	104,853	41,057	65,041			
Provisions (excluding Wheat Flour) ... value.	.....	.....	.....	60,01,644	58,33,976	68,40,280
Spices ... ... lbs.	24,731,542	28,481,016	26,192,293	57,75,220	69,90,260	59,66,682
Saltpetre..... ... ... cwts.	375,577	329,274	390,742	36,93,584	32,42,980	40,78,003

Seeds—						
Linseed ... ... cwts.	5,184,018	6,525,498	6,414,898	4,52,11,360	5,98,27,570	5,94,81,648
Rape ... ... „	1,795,126	5,399,759	4,728,347	1,26,97,519	3,80,54,875	3,02,13,716
Gingelly ... ... „	2,202,925	2,298,730	2,428,453	1,86,59,465	1,96,09,176	2,08,56,829
Poppy ... ... „	824,835	907,759	958,620	70,27,221	75,94,038	82,04,903
Castor ... ... „	786,816	1,252,859	1,663,416	54,25,990	85,72,482	91,38,858
Groundnuts ... ... „	198,148	607,704	1,174,250	13,85,554	43,07,709	86,36,458
Other Sorts ... ... „	204,043	2,335,566	3,657,669	16,22,330	85,17,173	1,17,20,832
Silk, Raw ... ... lbs.	1,736,364	1,793,499	1,973,045	59,96,862	59,30,177	66,95,503
„ Piece Goods (including Silk mixed with other Materials) ... ... yds.	1,285,513	1,194,727	839,628	12,29,960	11,56,214	8,57,757
Sugar and Sugarcandy, Refined ... cwts.	24,358	16,871	16,828	8,08,845	2,06,823	1,81,415
„ Unrefined (Molasses, Goor, &c.)... „	2,97,360	1,43,696	201,702	15,19,688	7,58,108	7,87,173
Tea ... ... lbs.	185,758,717	179,945,746	182,119,606	9,42,57,546	8,25,93,828	7,40,01,244
Tobacco, Cigars, &c. ... ... „	5,915,828	19,573,951	15,956,795	14,35,748	33,22,791	28,53,323
Wood, Teak ... ... tons.	81,832	59,231	53,114	94,12,746	70,61,054	63,26,853
„ Other sorts (including woodenware) value.	.....	.....	.....	17,19,253	20,19,866	19,26,913
Wool, Raw ... ... lbs.	24,361,351	20,168,355	24,214,394	1,02,20,482	81,04,308	1,02,28,391
„ Manufactures of ... ... value.	.....	.....	.....	30,09,258	27,77,641	23,83,243
All other Articles ... ... „	.....	.....	.....	5,27,08,899	4,95,09,659	5,11,22,909
Total Value Rs...	.....	.....	.....	1,02,44,81,915	1,16,03,29,331	1,22,22,15,907
FOREIGN MERCHANDISE.						
Cotton—Twist and Yarn ... ... lbs.	1,286,888	1,626,873	1,542,067	7,81,629	9,82,855	9,27,529
„ Piece Goods ... ... yds.	63,102,950	70,331,310	58,943,453	1,14,23,375	1,27,72,801	1,07,77,790
„ Shawls, Thread, &c. ... value	.....	.....	.....	4,62,299	3,90,282	4,70,435
Ivory, Unmanufactured ... ... lbs.	74,147	72,588	125,617	3,95,366	4,14,716	6,56,573
Metals ... ... cwts.	372,011	183,513	191,668	20,23,293	14,01,236	11,64,906
Silk, Raw ... ... lbs.	89,859	83,821	71,306	1,92,549	1,77,545	1,82,911
„ Piece Goods ... ... yards.	541,860	861,955	1,110,951	4,97,012	6,38,401	7,44,412
Spices ... ... lbs.	787,604	926,525	779,371	1,83,569	2,13,444	2,08,662
Sugar and Sugarcandy, Refined ... cwts.	84,513	65,817	74,076	9,95,951	7,86,294	7,71,433
Tea ... ... lbs.	1,825,968	1,406,444	1,292,066	12,41,960	9,45,693	8,63,042
Wool, Raw ... ... „	8,092,295	7,757,275	5,888,783	37,39,472	35,53,939	25,26,266
All other Articles ... ... value.	.....	.....	.....	1,05,98,078	1,04,81,226	99,94,625
Total Value Rs....	.....	.....	.....	3,25,34,553	3,27,58,430	2,92,38,584
Grand Total Rs....	.....	.....	.....	1,05,70,16,468	1,19,30,87,761	1,25,14,54,491

FOREIGN TRADE OF THE BOMBAY PRESIDENCY.—IMPORTS.

Quantities and Value of the Principal Articles Imported in the years ending 31st December 1900, 1901, and 1902.

ARTICLES.		Quantities.			Value.		
		1900.	1901.	1902.	1900.	1901.	1902.
					Rs.	Rs.	Rs.
Apparel (including Haberdashery, Millinery, &c.)	value.	.....	.....	.....	44,99,130	53,01,372	60,39,630
Arms, Ammunition, &c.	„	.....	.....	.....	3,75,876	2,92,106	3,44,619
Building and Engineering Materials	„	.....	.....	.....	5,04,251	5,33,762	7,92,441
Cabinetware and Furniture	„	.....	.....	.....	3,97,934	3,71,671	5,34,725
Candles	lbs.	945,142	936,267	778,916	2,92,979	2,93,162	2,47,194
Clocks and Watches	No.	147,805	169,518	219,581	8,82,126	9,24,069	10,30,581
Coal, Coke and Patent Fuel	tons.	86,397	146,060	192,282	20,05,354	27,86,494	35,97,162
Cotton—Twist and Yarn	lbs.	5,691,407	78,66,033	6,156,781	37,02,606	54,46,562	40,91,741
„ Piece Goods	yards.	436,062,587	620,983,340	474,269,010	5,56,99,099	8,81,45,237	6,55,77,912
„ Shawls and Handkerchiefs	No.	5,274,936	5,931,545	5,467,701	5,49,637	5,28,777	5,15,977
„ Lace, Nets, Hosiery, &c.	value.	.....	.....	.....	19,76,120	24,56,567	24,22,530
Chemical Products and Preparations.	„	.....	.....	.....	15,00,062	18,84,454	18,13,409
Drugs and Medicines	„	.....	.....	.....	21,31,962	24,71,209	24,67,137
Dyeing and Coloring Materials—							
Aniline and Alizarine Dyes	lbs.	4,918,276	6,981,603	7,133,421	32,24,937	51,67,130	54,44,040
Other sorts	cwts.	32,236	13,135	8,907	11,11,765	9,21,025	8,40,747
Earthenware and Porcelain	value.	.....	.....	.....	5,57,668	8,06,226	9,09,153
Fireworks	„	.....	.....	.....	1,16,312	1,76,425	2,05,797
Glass	„	.....	.....	.....	30,66,940	46,40,803	46,74,649
Gums and Resins	cwts.	75,476	59,586	67,110	7,56,539	8,01,938	9,36,815

Hides and Skins—							
Hides	No.	1,705	3,984	30,039	25,556	53,685	1,95,208
Skins...	„	635,449	620,161	1,072,255	6,33,843	7,07,197	10,98,060
Instruments and Apparatus	... value.	.....	.....	.....	15,54,266	17,94,396	21,33,833
Ivory, unmanufactured ...	... lbs.	233,428	245,037	300,855	14,48,002	14,59,993	18,12,598
Jewellery, Precious Stones, Pearls, &c.	value.	.....	.....	.....	47,57,453	65,66,525	79,11,071
Leather (including Saddlery, &c.) ...	„	.....	.....	.....	9,28,130	8,91,887	13,52,471
„ Boots and Shoes ...	... pairs.	179,020	210,653	226,888	5,53,870	6,23,137	6,80,007
Liquors—Ale, Beer and Porter	...gallons	1,230,794	1,140,138	1,494,055	13,01,170	12,27,697	16,26,273
„ Spirits, Wines, &c...	... „	479,003	467,667	491,312	35,71,864	36,42,043	38,16,930
Machinery and Millwork ...	... value.	.....	.....	.....	74,60,833	90,95,505	1,03,31,744
Matches, Lucifer and other ...	„	.....	.....	.....	11,58,672	14,32,340	13,55,819
Metals (excluding Hardware & Cutlery).	tons.	67,191	97,791	106,481	1,71,40,044	2,01,15,172	2,44,78,391
„ Hardware and Cutlery	... value.	.....	.....	.....	59,80,710	60,13,016	64,77,552
Oil, Mineral—Kerosine ...	...gallons	20,955,953	31,832,104	28,024,324	1,04,52,228	1,29,95,545	1,01,03,685
„ „ other sorts	„	1,794,047	2,119,609	2,304,477			
„ all other sorts	„	279,366	394,617	231,453	12,67,936	18,67,597	15,86,999
„ „ „ ...	... cwts.	167	313	226			
Paints and Colors (excluding Painters' Materials)	... cwts.	68,168	72,012	83,628	10,22,950	11,74,367	12,03,845
Paper and Pasteboard ...	... value.	.....	.....	.....	21,69,976	28,15,447	27,50,756
Perfumery	„	.....	.....	.....	1,67,919	1,77,521	1,50,174
Provisions	„	.....	.....	.....	78,64,660	79,79,238	66,90,024
Railway Plant and Rolling Stock ...	„	.....	.....	.....	65,24,559	50,86,565	40,10,596
Silk, Raw	lbs.	1,905,442	1,811,798	1,581,297	75,03,348	65,34,034	54,41,509
„ Piece Goods (including silk mixed with other materials) ...	yards	7,806,399	10,673,631	10,555,097	67,85,442	85,09,927	86,13,420
„ Goods other sorts	value.	.....	.....	.....	18,73,692	26,61,467	18,89,384
Spices	lbs.	11,209,631	12,679,271	11,157,154	19,70,998	22,90,229	20,35,144
Sugar, refined & unrefined & Confectionery	cwts.	2,114,133	2,126,836	2,651,038	2,37,22,407	2,36,82,185	2,65,78,281
Tea	lbs.	3,967,148	3,129,196	2,439,495	21,24,979	16,24,302	13,77,392
Tobacco, Cigars, &c.	„	573,651	538,107	660,258	6,54,080	7,15,580	8,63,256
Umbrellas	No.	1,234,795	733,344	822,370	12,23,010	7,78,459	8,05,400
Woollen Piece Goods ...	... yards.	5,398,630	8,992,732	5,622,323	50,90,874	77,15,095	48,96,144
„ Goods other sorts ...	... value.	.....	.....	.....	12,89,962	13,55,640	10,86,444
All other Articles... ...	... „	.....	.....	.....	3,68,01,868	2,57,65,822	2,70,58,331
	Total value Rs....	.....	.....	.....	24,83,76,568	29,13,00,602	27,28,97,000

FOREIGN TRADE OF THE BOMBAY PRESIDENCY.—EXPORTS.

Quantities and Value of the Principal Articles Exported in the years ending 31st December 1900, 1901, and 1902.

ARTICLES.	Quantities.			Value.		
	1900.	1901.	1902.	1900.	1901.	1902.
INDIAN PRODUCE AND MANUFACTURES.						
Coffee ... ... cwts.	4,179	5,398	2,069	Rs. 1,56,621	Rs. 1,93,097	Rs. 70,693
Coir, manufactured and unmanufactured (excluding Ropes) ... „	16,394	11,224	18,413	1,40,310	98,091	1,74,953
Cotton—Raw ... ... „	15,64,510	4,033,036	3,973,511	4,54,43,940	10,56,64,791	10,04,95,731
„ Twist and Yarn ... ... lbs.	104,464,407	229,089,134	228,492,826	3,64,10,805	7,85,98,642	7,91,91,600
„ Piece Goods ... ... yards.	37,852,359	41,779,813	44,779,868	52,63,746	59,26,397	61,73,296
„ Shawls, Handkerchiefs, Hosiery, &c. ... ... value.	.....	.....	.....	4,89,116	4,63,679	4,40,317
Dyeing and Coloring Materials—						
Myrabollams ... ... cwts.	856,748	756,467	1,104,559	30,44,395	25,89,546	37,09,618
Other sorts ... ... „	33,312	41,101	56,598	15,48,646	11,19,996	10,61,327
Grain and Pulse—						
Rice, not in the husk ... ... „	577,323	697,545	1,048,063	32,00,879	36,64,102	51,46,251
Wheat... ... ... „	24,647	76,993	328,070	1 69,130	4,15,145	16,41,471
Wheat flour ... ... lbs.	41,835,330	39,209,487	60,047,947	27,98,069	25,60,627	36,45,660
Other sorts ... ... cwts.	157,892	240 471	850,145	8,28,076	10,95,206	33,00,759
Hides and Skins—						
Hides ... ... No.	2,737,374	228,849	144,121	1,06,21,411	12,51,790	7,95,247
Skins ... ... „	5,880,742	3,582,175	3,124,756	80.34,635	52,46,528	45,40,923
Oils ... ...gallons	262,815	182,405	238,483	6,56,169	8,64,079	8,95,608
Opium ... ...chests.	26,447	17,228	20,411	C,58,94,204	2,24,72,127	2,64,77,065
Seeds—						
Linseed ... ... cwts.	836,030	1,800,714	2,110,059	76,39,095	1,64,79,161	2,03,28,696

Rape ... ... „	1,028,562	2,522,704	2,776,328	76,26,711	1,68,18,517	1,79,80,276
Gingelly ... ... „	1,775,670	1,811,888	1,762,954	1,49,69,742	1,54,47,243	1,51,19,365
Poppy ... ... „	458,570	585,349	533,450	38,76,086	48,46,378	46,87,827
Groundnuts ... ... „	3,022	37,509	101,700	23,804	2,97,825	7,98,849
Other sorts ... ... „	726,689	3,269,407	4,715,895	54,58,633	1,50,53,155	1,75,87,581
Spices ... ... lbs.	5,533,443	6,302,338	7,537,939	13,85,679	17,05,854	21,13,783
Sugar, refined and unrefined ... cwts.	23,569	27,034	21,039	2,77,530	3,05,539	2,33,777
Tea ... ... lbs.	1,877,789	3,110,641	3,278,495	9,38,719	15,08,829	15,81,018
Tobacco, Cigars, &c. ... ... „	2,678,489	9,208,633	6,655,930	3,68,470	11,45,557	8,45,171
Wool, Raw ... ... „	11,246,543	9,709,355	11,571,354	51,94,344	43,56,176	55,07,843
Woollen Shawls ... ... No.	1,100	1,485	1,066	49,477	56,643	28,654
All other articles ... ... value.	.....	.....	.....	2,08,67,445	1,94,79,872	2,23,08,389
Total value Rs....	.....	.....	.....	22,33,75,887	32,97,24,592	34,68,41,748
FOREIGN MERCHANDISE.						
Cotton—Twist and Yarn ... ... lbs.	1,105,742	1,452,182	1,359,142	6,54,294	8,36,332	7,79,730
„ Piece Goods ... ... yds.	56,933,767	64,169,367	52,945,813	1,05,05,970	1,18,70,685	98,26,748
„ Shawls and Handkerchiefs ... No.	925,614	890,761	969,592	1,75,207	1,68,172	1,98,865
„ Lace, Thread, &c. ... ... value.	.....	.....	.....	2,66,678	2,08,436	2,52,436
Gums and Resins ... ... cwts.	38,098	35,405	41,864	6,23,826	5,98,115	7,34,128
Ivory, unmanufactured ... ... lbs.	74,147	72,588	125,617	3,95,366	4,14,716	6,56,573
Provisions ... ... value.	.....	.....	.....	8,51,373	14,29,285	13,57,441
Silk, Raw ... ... lbs.	87,002	78,853	70,220	1,88,549	1,65,791	1,27,979
„ Piece Goods (including silk mixed with other materials) ... yards.	534,178	793,961	1,027,289	4,83,757	5,91,689	6,86,173
Sugar, refined ... ... cwts.	75,943	61,968	24,046	8,93,369	7,40,407	2,61,779
Tea ... ... lbs.	1,816,865	1,405,106	1,319,102	12,38,814	9,44,942	8,61,643
Wool, Raw ... ... „	572,852	522,312	741,888	2,21,727	1,78,282	2,36,070
Woollen Piece Goods ... ... yards.	320,541	265,167	237,494	3,32,263	2,84,844	2,34,887
„ Shawls, &c. ... ... value.	.....	.....	.....	68,297	88,027	94,431
All other articles ... ... „	.....	.....	.....	74,49,371	69,13,349	63,39,850
Total value Rs....	.....	.....	.....	2,43,48,861	2,54,33,072	2,26,48,733
Grand Total Rs....	.....	.....	.....	24,77,24,748	35,51,57,664	36,94,90,481

SHIPPING—FOR

Number and Tonnage of Vessels, distinguishing Sailing and Steam, which at Ports in British India, in each

EN

YEAR.	With Cargoes.						In	
	Sailing.		Steam.		Total.		Sailing.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
1892-93 ...	2 238	442 105	1 585	2,544 440	3 823	2 986 545	1,209	468,111
1893-94 ...	2 025	453 067	1 623	2 610 037	3 648	3 063,104	1 034	263,242
1894-95 ...	1 966	401 363	1,819	2 911,794	3,785	3 313 157	1,143	309,932
1895-96 ...	2 021	362,029	1,835	2,949 232	3,856	3,311,261	999	260,689
1896-97 ...	1,880	299,020	1,775	2,877 982	3 665	3,177,002	1,012	233 645
1897-98 ...	1,929	371,147	1,704	2 732,192	3 633	3 103 339	967	250,151
1898 99 ...	1 659	312 382	1,849	2 991 245	3,508	3 303 627	739	192,726
1899-1900 ...	1,374	245 511	1 927	3 167,880	3 301	3,413 391	539	126,8 51
1900-1901 ...	1,264	167,661	1,792	2,996,434	3,05	3,164,095	505	67,001
1901-1902 ...	1 391	160,444	1.928	3,618 ,048	3,319	3,778,492	573	59 354

CLEAR

1892-93 ...	2,782	759 331	1,803	2,846,657	4,585	3,605 988	640	94,445
1893-94 ...	2,459	700,421	1,851	2,999,532	4,310	3,699,953	550	96,190
1894-95 ...	2 566	654 055	2,066	3,247 475	4 632	3,901,530	530	77,983
1895-96 ..	2 457	547 271	2,066	3,341,190	4 523	3,888 461	424	76,361
1896-97 ...	2 363	456,364	1,926	3 078,441	4,289	3 534,805	495	79 571
1897-98 ...	2,236	517 461	1,930	3 084,919	4,166	3,602,380	482	84 479
1898-99 ...	2,025	466,487	2 337	3,938 474	4 362	4,404 961	303	53,311
1899-1900 ...	1,652	350,143	2,168	3,674,339	3 820	4,024 482	148	34,532
1900-1901 ...	1,607	209,831	2,155	3,698,238	3,762	3,908,069	148	19,107
1901-1902 .	1.572	176,717	2,273	4,394,511	3,845	4,571 228	160	17,253

EIGN TRADE.

Entered and Cleared with cargoes and in Ballast, from and to Foreign Countries Official Year from 1892-93 *to* 1901-1902.

TERED.

Ballast.				Total.				Grand Total.	
Steam.		Total.		Sailing.		Steam.			
Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Sailing & Steam Vessels.	Tons.
352	447,540	1,561	915,651	3,447	910,216	1,937	2,991,980	5,384	3,902,196
348	471,565	1,382	734,807	3,059	716,309	1,971	3,081,602	5,030	3,797,911
381	533,297	1,524	843,229	3,109	711,895	2,200	3,445,091	5,309	4,156,386
371	556,089	1,370	816,778	3,020	622,718	2,206	3,505,321	5,226	4,128 039
339	473,342	1,341	706,987	2,892	532,665	2,114	3,351,324	5,006	3,883,989
375	564,271	1,342	814,422	2,896	621,298	2,079	3,296,463	4,977	3,917,761
648	1,086 833	1,407	1,279,559	2,418	505,108	2,497	4,078,078	4,915	4,583,186
555	930,106	1,094	1,056,957	1,913	372,362	2,482	4,097,986	4,395	4,470,348
611	994,146	1,176	1,061,147	1,829	234,662	2,403	3,990,580	4,232	4,225,242
603	1,117,693	1,176	1,177,047	1,964	219,788	2,531	4,735,741	4,495	4,955,539

ED.

114	88,662	754	184,107	3,422	854,776	1,917	2,935,319	5,339	3,790,095
105	71,832	655	168,022	3,009	796,611	1,956	3,071,364	4,965	3,867,975
106	119,923	636	197,906	3,096	732,038	2,172	3,367,398	5,268	4,099,436
124	133,739	548	210,100	2,881	623,632	2,190	3,474,929	5,071	4,098,561
150	200,220	645	279,791	2,858	535,935	2,076	3,278,661	4,934	3,814,596
136	180,019	618	264,498	2,718	601,940	2,066	3,264,938	4,784	3,866,878
106	74,188	409	127,499	2,328	519,798	2,443	4,012,662	4,771	4,532,460
165	93,421	313	132,656	1,800	384,378	2,333	3,772,760	4,133	4,157,138
160	117,012	308	136,119	1,755	228,938	2,315	3,815,250	4,070	4,044,188
113	81,297	273	98,550	1,732	193,970	2,386	4,475,808	4,118	4,669,778

SHIPPING—FOR

Number and Tonnage of Vessels, distinguishing Sailing and Steam, which Countries, at the Chief Port of the Bombay Presidency

EN

YEAR.	With Cargoes.						In	
	Sailing.		Steam.		Total.		Sailing.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
1892-93 ...	374	56,916	604	1,083,797	978	1,140,713	12	2,351
1893-94 ...	329	59,156	581	1,068,414	910	1,127,570	15	2,426
1894-95 ...	312	46,417	632	1,245,430	944	1,291,847	9	1,559
1895-96 ...	284	36,351	625	1,230,343	909	1,266,694	14	1,801
1896-97 ...	205	32,463	566	1,126,026	771	1,158,489	2	730
1897-98 ...	242	37,020	469	974,940	711	1,011,960	2	145
1898-99 ...	261	39,107	571	1,173,494	832	1,212,601	4	2,895
1899-1900 ...	234	29,028	542	1,160,838	776	1,190,766	7	1,292
1900-1901 ...	255	28,884	510	1,073,868	765	1,102,752	9	1,622
1901-1902 ...	294	32,830	548	1,207,670	842	1,240,500	3	1,770

CLEAR

1892-93 ...	350	41,441	578	1,045,132	928	1,086,573	6	348
1893-94 ...	279	35,375	536	1,021,924	815	1,057,299	1	68
1894-95 ...	327	44,900	452	897,510	779	942,410	2	107
1895-96 ...	314	36,686	464	936,500	778	973,186	2	333
1896-97	208	26,484	436	873,753	644	900,237	1	1,669
1897-98 ...	241	29,121	374	770,371	615	799,492	5	4,034
1898-99 ...	284	39,049	496	1,057,265	780	1,096,314	1	49
1899-1900 ...	251	29,176	423	949,286	674	978,462	1	55
1900-1901 ...	283	31,230	368	816,885	651	848,115	4	305
1901-1902 ...	252	28,719	437	1,027,714	689	1,056,433	2	213

EIGN TRADE.

Entered and Cleared with cargoes and in Ballast, from and to Foreign in each Official Year from 1892-93 *to* 1901-1902.

TERED.

Ballast.				Total.				Grand Total.	
Steam.		Total.		Sailing.		Steam.			
Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Sailing & Steam Vessels.	Tons.
59	105,273	71	107,624	386	59,267	663	1,189,070	1,049	1,248,337
54	101,688	69	104,114	344	61,582	635	1,170,102	979	1,231,684
32	55,874	41	57,433	321	47,976	664	1,301,304	985	1,349,280
31	54,145	45	55,946	298	38,152	656	1,284,488	954	1,322,640
12	14,784	14	15,514	207	33,193	578	1,149,810	785	1,174,003
13	25,851	15	25,996	244	37,165	482	1,000,791	726	1,037,956
84	165,891	88	168,786	265	42,002	655	1,339,385	920	1,381,387
35	77,135	42	78,427	241	31,220	577	1,237,973	818	1,269,193
30	56,872	39	58,494	264	30,506	540	1,130,740	804	1,161,246
69	147,823	72	149,593	297	34,600	617	1,355,493	914	1,390,093

ED.

20	34,381	26	34,729	356	41,789	598	1,079,513	954	1,121,302
19	31,074	20	31,142	280	35,443	555	1,052,998	835	1,088,441
35	58,962	37	59,069	329	45,007	487	956,472	816	1,001,479
35	59,734	37	60,067	316	37,019	499	996,234	815	1,033,253
54	111,911	55	113,580	209	28,153	490	985,664	699	1,013,817
45	110,171	50	123,205	246	33,155	419	889,542	665	922,697
7	13,624	8	13,673	285	39,098	503	1,070,889	788	1,109,987
15	27,804	16	27,859	252	29,231	438	977,090	690	1,006,321
14	26,812	18	27,117	287	31,535	382	843,697	669	875,232
8	13,912	10	14,125	254	28,932	445	1,041,626	699	1,070,558

SHIPPING—FOR

Number and Tonnage of Vessels, distinguishing Sailing and Steam, which Countries, at Ports in the Bombay

EN

MONTH.	With Cargoes:					
	Steamers.		Sailing Vessels.		Country Craft.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
January	53	111,139	20	1,953	16	1,201
February	41	92,538	22	2,823	9	745
March	63	138,743	24	2,229	14	1,230
April	47	103,967	9	1,503	23	1,885
May	51	111,840	3	182	19	1,756
June	43	96,920	1	66	1	119
July	43	92,814	...	...	...	...
August	41	88,801	...	...	...	...
September	44	103,571	1	233	9	1,048
October	52	108,739	21	2,464	20	1,739
November	43	95,281	25	3,160	46	3,105
December	50	110,904	24	2,587	29	2,639
Total	571	1,255,257	150	17,200	186	15,467

CLEAR

January	44	98,573	23	2,520	35	3,213
February	43	102,203	19	2,442	28	3,240
March	42	97,641	32	4,025	11	918
April	39	96,912	14	2,113	3	192
May	51	124,351	9	1,396	8	527
June	44	110,405	...	...	...	...
July	30	68,204	...	...	...	...
August	29	68,280	...	...	...	...
September	30	72,454	...	...	...	...
October	30	68,779	6	752	4	324
November	36	87,790	10	916	12	912
December	47	108,248	21	2,024	14	1,205
Total	465	1,103,840	134	16,188	115	10,531

EIGN TRADE.

Entered and Cleared with Cargoes and in Ballast, from and to Foreign Presidency during the year 1902.

TERED.

In Ballast.						Total.			
Steamers.		Sailing Vessels.		Country Craft.		With Cargoes.		In Ballast.	
Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
12	26,465	...	...	...	...	89	114,293	12	26,465
8	19,751	...	...	...	...	72	96,106	8	19,751
5	11,106	...	...	...	...	101	142,202	5	11,106
6	12,338	...	...	...	...	79	107,355	6	12,338
8	19,537	...	...	...	...	73	113,778	8	19,537
7	14,506	...	...	...	...	45	97,105	7	14,506
2	4,291	...	...	...	...	43	92,814	2	4,291
2	3,511	...	...	...	...	41	88,801	2	3,511
1	2,278	...	...	...	...	54	104,852	1	2,278
...	...	...	...	1	77	93	112,942	1	77
6	8,863	2	253	1	85	114	101,546	9	9,201
8	23,208	...	...	...	...	103	116,130	8	23,208
65	145,854	2	253	2	162	907	1,287,924	69	146,269

ED.

...	...	1	90	...	...	102	104,306	1	90
...	...	...	...	...	...	90	107,885	...	...
...	...	...	...	...	...	85	102,584	...	...
2	2,989	...	...	...	...	56	99,217	2	2,989
2	2,156	...	...	...	...	68	126,274	2	2,156
...	...	...	...	...	...	44	110,405	...	...
1	2,622	...	...	...	...	30	68,204	1	2,622
3	7,003	...	...	...	...	29	68,280	3	7,003
...	...	...	...	...	...	30	72,454	...	...
2	1,770	...	...	...	...	40	69,855	2	1,770
1	2,612	...	...	...	...	58	89,618	1	2,612
3	4,208	...	...	...	...	82	111,477	3	4,208
14	23,360	1	90	...	...	714	1,130,559	15	23,450

STATEMENT showing the Exports by Sea of Bombay Manufactured Piece-Goods and Yarns since 1883.

Years Ending 31st Dec.	Grey and White Piece-Goods.			Coloured-Piece-Goods.		Total Piece-Goods.			Yarns.	
	Packages.	Yards.	lbs.	Packages.	Yards.	Packages.	Yards.	lbs.*	Bales.	lbs.
1883	49,048	75,522,989	17,814,551	2,353	5,169,673	51,401	80,692,662	18,635,719	164,338	62,813,128
1884	45,432	70,533,605	16,551,064	2,429	4,630,992	47,861	75,164,597	17,359,029	197,827	75,755,931
1885	43,872	71,184,739	16,152,396	2,820	5,988,074	46,692	77,172,813	17,822,821	223,722	86,693,377
1886	42,888	68,171,065	15,853,991	2,219	5,258,994	45,107	73,430,059	16,958,443	272,300	106,024,856
1887	49,399	79,400,234	18,501,205	2,029	4,921,099	51,428	84,321,333	19,471,900	299,581	117,074,663
1888	57,174	88,797,223	21,500,740	3,074	5,636,166	60,248	94,433,389	21,809,097	343,030	134,622,583
1889	50,470	78,140,482	18,176,366	2,599	4,837,045	53,069	82,977,527	19,163,401	384,729	150,497,237
1890	57,385	85,166,237	20,447,589	2,294	4,887,121	59,679	90,053,358	20,797,588	440,220	171,993,173
1891	58,980	88,523,452	20,957,195	2,679	5,540,421	61,659	94,063,873	21,723,758	465,399	181,645,149
1892	67,305	99,754,263	23,083,693	3,210	6,837,067	70,515	106,591,330	24,616,935	487,773	190,705,398
1893	66,389	97,366,292	23,169,762	3,661	6,561,214	70,050	103,927,506	24,001,733	412,584	159,960,286
1894	82,151	118,960,211	29,105,588	4,057	6,360,875	86,208	125,321,090	29,696,940	468,995	182,123,551
1895	92,353	128,463,625	31,723,691	5,726	8,809,449	98,079	137,273,074	32,529,164	496,421	192,602,163
1896	87,364	122,974,132	31,520,976	6,411	9,854,183	93,775	132,828,315	33,207,079	584,599	229,346,959
1897	69,718	101,126,083	25,162,666	5,619	8,422,451	75,337	109,548,534	27,387,133	461,260	181,184,351
1898	69,026	99,268,706	24,763,678	6,177	9,072,326	75,203	108,341,032	27,085,258	553,681	218,724,607
1899	84,238	122,807,108	29,819,677	8,513	12,842,538	92,751	135,649,646	33,912,411	681,039	269,559,281
1900	74,415	116,955,481	28,168,912	9,516	15,602,237	83,931	132,557,718	33,139,429	346,503	136,571,588
1901	84,525	136,300 064	33,585,159	12,623	19,963,669	97,148	156,263,733	39,065,933	642,032	254,317,562
1902	89,216	141,252,169	34,907,243	15,944	24,606,384	1,05,160	165,858,553	41,464,638	674,450	266,698,930

* *N.B.*—The Weights have been arrived at by dividing the length in yards by 4·33, the average weight of the Grey and Bleached Cloths exported up to 1893; in 1894 and 1895 by 4·22 and in 1896 to 1902 by 4·00.

Exports of Indian Manufactured Yarns by Sea and Rail (Reduced to Bales of 400 lbs. each).

January 1st to Dec. 31st.	To China.	To Japan.	Total to China and Japan.	Total to other Ports.	Total Exports by Sea.	Total Exports by Rail.*	Total Exports by Sea and Rail.
1882.....	81,434	9,854	91,288	41,502	132,790	14,400	147,190
1883.....	94,982	17,421	112,403	42,130	154,533	9,091	163,624
1884.....	127,318	13,846	141,164	48,226	189,390	6,049	195,439
1885.....	154,517	19,020	173,537	43,197	216,734	5,129	221,863
1886.....	199,407	20,543	219,950	45,103	265,053	4,649	269,702
1887.....	205,158	39,730	244,888	47,799	292,687	3,451	296,138
1888.....	234,071	52,697	286,768	49,789	336,557	2,250	338,807
1889.....	254,697	62,220	316,917	59,326	376,243	1,615	377,858
1890.....	325,060	37,722	362,782	67,201	429,983	13,942	443,925
1891.....	365,038	10,939	375,977	78,136	454,113	9,147	463,260
1892.....	385,771	21,445	407,216	69,547	476,763	7,850	484,613
1893.....	297,572	14,198	311,770	88,130	399,900	9,139	409,039
1894.....	338,703	10,743	349,446	105,863	455,309	10,388	465,697
1895.....	374,119	2,515	376,634	104,871	481,505	7,443	488,948
1896.....	471,023	2,467	473,490	99,877	573,367	6,274	579,641
1897.....	361,221	645	361,866	91,095	452,961	5,822	458,783
1898.....	437,645	475	438,120	108,691	546,811	7,125	553,936
1899.....	579,619	250	579,869	94,029	673,898	4,408	678,306
1900.....	253,331	100	253,431	87,998	341,429	5,480	346,929
1901.....	536,195	.....	536,195	99,599	635,794	6,876	642,670
1902.....	555,487	.....	555,487	111,259	666,746	7,427	674,173

* Compiled from returns received from the Railway Companies.

EXPORTS OF BOMBAY MANUFACTURED COTTON PIECE-GOODS & YARNS FROM BOMBAY PORT ONLY.
1901-1902.

From Official Returns.] [*Year ending 31st March* 1902.

EXPORTED TO	LENGTH AND WEIGHT.							VALUE.					
	Piece Goods. (Millions of [000's omitted.])		Yarns. (Millions of [000's omitted.])	Percentage of		Total Weight.		Lakhs of Rupees.		Percentage of			
								[000's omitted.]					
	Yards.	lbs.	lbs.	Goods. %	Yarns. %	Millions of lbs. [000's omitted].	Percentage %	Goods.	Yarns.	Goods. %	Yarns. %	Total Value in Lakhs of Rupees [000's omitted]	Percentage %
Foreign Ports	44·08	*11·02	246·58	13·88	87·96	257·60	71·60	†62·22	844·54	15·44	87·27	†906·76	66·16
Indian Ports	127·77	*31·94	29·41	40·22	10·49	61·35	17·05	163·43	108·12	40·57	11·17	271·55	19·81
Interior by Rail	*145·81	36·45	4·36	45·90	1·55	40·81	11·35	177·20	15·08	43·99	1·56	192·28	14.03
Total Indian...	273·58	68·39	33·77	86·14	12·04	102·16	28·40	340·63	123·20	84·56	12·73	‡463·83	33·84
Grand Total...	317·66	79·41	280·35	100·00	100·00	359·76	100·00	402·85	967·74	100·00	100·00	1,370·59	100·00

* Assuming 4 yards to be the equivalent of 1 lb. and *vice versa* (reduced from 4·33 yards the basis in years previous to 1895-96).
† Piece-Goods only: value including all other sorts (Handkerchiefs, Hosiery, &c., &c.) 66·76 lakhs or
‡ Inclusive of Yarns 911·30 lakhs of rupees.

EXPORTS OF BOMBAY MANUFACTURED COTTON PIECE-GOODS & YARNS FROM BOMBAY PORT ONLY.

1900-1901.

From Official Returns.] [*Year ending* 31*st March* 1901.

EXPORTED TO	LENGTH AND WEIGHT.							VALUE.					
	Piece-Goods.		Yarns.	Percentage of		Total Weight.		Lakhs of Rupees.		Percentage of		Total Value in Lakhs of Rupees [000's omitted.]	Percentage.
	Millions of [000's omitted.]			Goods.	Yarns.	Millions of lbs. [000's omitted].	Percentage	[000's omitted.]		Goods.	Yarns.		
	Yards.	lbs.	lbs.	%	%		%	Goods.	Yarns.	%	%		%
Foreign Ports	38·37	*9·59	113·83	17·06	77·58	123·42	60·82	†54·00	401·22	19·16	76·39	‡455·22	56·40
Indian Ports	92·62	*23·15	29·43	41·19	20·06	52·58	25·91	114·75	111·44	40·71	21·22	226·19	28·03
Interior by Rail	*93·88	23·47	3·46	41·75	2·36	26·93	13·27	113·13	12·57	40·13	2·39	125·70	15·57
Total Indian...	186·50	46·62	32·89	82·94	22·42	79·51	39·18	227·88	124·01	80·84	23·61	351·89	43·60
Grand Total...	224·87	56·21	146·72	100·00	100·00	202·93	100·00	281·88	525·23	100·00	100·00	807·11	100·00

* Assuming 4 yards to be equivalent to 1 lb. and *vice versa* (reduced from 4·33 yards the basis in years previous to 1895-96).
† Piece-Goods only: value including all other sorts (Handkerchiefs, Hosiery, &c., &c.) 68·37 lakhs or
‡ Inclusive of Yarns 693·83 lakhs of Rupees.

Foreign Countries to which Grey Cotton-Piece Goods of Bombay Manufacture have been exported since 1895-96.

FROM GOVERNMENT RETURNS] [*Years ending 31st March.*

Descriptions.	To	In Millions of yards (0000's omitted).						
		1901-1902.	1900-1901.	1899-1900.	1898-99.	1897-98.	1896-97.	1895-96.
T. Cloths	Mozambique	1·76	2·34	4·11	3·71	3·72	2·85	4·16
	Zanzibar	3·79	2·43	4·42	5·65	6·39	8·69	6·30
	Aden	1·47	·45	2·24	2·05	2·53	·95	·75
	China—Hongkong	.....	·14	·07	·29	·27	·35	2·16
	Do. Treaty Ports*	·19	·23	1·56	1·02	1·34	5·05	7·31
	Mekran and Sonmiani	·14	·15	·15	·21	·24	·04	·13
	Abyssinia	·97	2·36	1·80	1·35	·09	1·80	·65
	Other Countries	1·53	1·43	2·92	2·44	3·05	2·38	2·81
	Total...	9·85	9·53	17·27	16·72	17·63	22·11	24·27
Sheetings ...	Abyssinia	.....	·03	·01	·03	·10	·22	2·95
	Mozambique	·01	·01	·03	·06	·75	1·08	1·61
	Zanzibar	·05	·14	1·61	3·25	3·07	3·47	5·84
	Aden	·25	·09	·13	·23	·45	·85	1·80
	Arabia	·16	·05	·17	·36	·64	·76	·68
	China—Treaty Ports* ...	.....	·08	·11	·03	...	·68	·84
	Other Countries	·38	·54	·19	·20	·39	·96	1·52
	Total...	·85	·94	2·25	4·16	5·40	8·02	15·24
Domestics ...	Aden	3·22	2·02	2·89	3·60	4·96	5·40	8·59
	Arabia	·09	·08	·12	·11	·11	·13	·25
	Other Countries	·26	·43	·38	·14	·25	·34	·27
	Total...	3·57	2·53	3·39	3·85	5·32	5·87	9·11

Drills and Jeans...	Zanzibar...	.....	.....	.....	.....	.....	...	.....
	Aden	·03	.....	·29	.....	·02	...	.....
	Other Countries	·02	·08	·09	·02	.....	·10	·02
	Total...	·05	·08	·38	·02	·02	·10	·02
Long Cloths ...	Abyssinia	·71	1·93	·53	1·37	·03	2·42	2·18
	Mozambique	2·54	2·15	1·03	·88	·60	·28	.....
	Zanzibar...	2·61	·60	·86	·23	·41	1·58	·30
	Aden	4·51	2·68	3·83	3·55	5·07	2·20	1·74
	China—Treaty Ports*... ...	·03	·16	1·60	·26	·08	·40	2·50
	Arabia	·43	·16	·49	·14	·44	·24	1·19
	Persia	·23	·32	·05	·40	·51	·59	·55
	Straits	·04	·29	·18	·10	·05	·06	·15
	Turkey in Asia...	2·84	1·36	1·89	1·46	1·31	2·30	2.44
	Egypt	·37	·69	·67	·71	·17	·17	1·68
	Other Countries	·08	·09	·62	·45	·22	·36	·13
	Total...	14·39	10·43	11·75	9·55	8·89	10·60	12·86
Chudders... ...	Aden	·44	·40	·64	·62	·46	·65	·66
	Zanzibar...	2·39	1·90	1·49	1·62	1·89	2·00	1·27
	Other Countries, ...	1·22	1·29	1·29	1·18	1·04	·86	1·05
	Total...	4·05	3·59	3·42	3·42	3·39	3·51	2·98
Dhooties	Aden	·14	·02	·02	·04	·02	·08	·03
	Other Countries	·15	·22	·14	·22	·12	·04	·30
	Total...	·29	·24	·16	·26	·14	·12	·33
Other Sorts... ...	Total...	1·95	3·96	4·45	1·67	·52	·21	·09
	Grand Total...	35·00	31·30	43·07	39·65	41·31	50·54	64·90

* Almost entirely to Shanghai.

Descriptions of Grey Cotton Piece Goods of Bombay manufacture exported to Foreign Ports since 1895-96.

From Government Returns.] [*Years ending 31st March.*

DESCRIPTIONS.	In Millions of Yards (0000's omitted.)						
	1901-02.	1900-1901.	1899-1900.	1898-99.	1897-98.	1896-97.	1895-96.
T. Cloths	9·85	9·53	17·27	16·72	17·63	22·11	24·27
Sheetings	·85	·94	2·25	4·16	5·40	8·02	15·24
Domestics	3·57	2·53	3·39	3·85	5·32	5·87	9·11
Drills and Jeans ...	·05	·08	·38	·02	·02	·10	·02
Long Cloths	14·39	10·43	11·75	9·55	8·89	10·60	12·86
Chudders	4·05	3·59	3·42	3·42	3·39	3·51	2·98
Dhooties	·29	·24	·16	·26	·14	·12	·33
Other Sorts	1·95	3 96	4·45	1·67	·52	·21	·09
Total Millions of Yards ...	35·00	31·30	43·07	39·65	41·31	50·54	64·90
Total Lakhs of Rupees ...	45·06	38·97	52·36	47·11	49·22	61·16	80·54

Qualities of Yarns of Bombay Manufacture Exported to Foreign Ports since 1894-95.

From Government Returns.] [*Years ending 31st March.*

DESCRIPTIONS.	In Millions of lbs. (0000's omitted.)							
	1901-1902.	1900-1901.	1899-1900.	1898-99.	1897-98.	1896-97.	1895-96.	1894-95.
Mule No. 15s and under	116·14	48·56	125·28	95·82	68·62	50·93	49·37	43·63
„ „ 16s to 24s	129·05	63·89	92·92	101·21	100·05	124·44	121·65	101·99
„ „ 25s to 32s	·29	·27	·16	·17	·13	·18	·21	·42
„ „ 33s to 44s	·04	·14	·03	...	...	·15	·02	·10
Total ...	245·52	112·86	218·39	197·20	168·80	175·70	171·25	146·14
Water No. 20s and under	...	...	...	...	·27	·07	·01	·03
„ „ 21s to 30s	...	...	...	...	...	...	...	...
„ „ 31s to 40s	...	...	...	...	...	...	·01	...
Total ...	...	...	...	...	·27	·07	·02	·03
Colored Yarns ... Total ...	1·06	·97	1·07	·70	·99	·85	1·10	·86
Total Yarns ...	246·58	113·83	219·46	197·90	170·06	176·62	172·37	147·03

Foreign Countries to which Yarns of Bombay Spinning have been exported since 1894-95.

From Government Returns.] [*Years ending 31st March.*

Quality.	To	In Millions of lbs.							
		1901-1902.	1900-1901.	1899-1900.	1898-99.	1897-98.	1896-97.	1895-96.	1894-95.
Mule No. 15s and under	Aden	·76	·63	1·68	·98	1·24	·85	·86	1·50
	Japan	...	...	·02	...	...	...	...	...
	China, Hongkong	43·70	34·82	57·29	62·75	43·07	32·99	35·78	33·71
	China, Treaty Ports*	70·19	11·94	65·69	31·18	23·63	16·37	12·18	7·74
	Other Countries...	1·49	1·17	·60	·91	·68	·72	·60	·68
	Total ...	116·14	48·56	125·28	95·82	68·62	50·93	49·37	43·63
16s to 24s ...	Aden	·67	·42	·51	·50	·58	·45	·42	·54
	Japan	...	...	·12	·04	·35	·64	1·21	2·58
	China, Hongkong	53·17	34·17	35·70	49·86	47·74	59·41	53·00	57·12
	China, Treaty Ports*	68·87	23·86	52·98	44·40	46·06	59·44	62·58	35·05
	Straits	3·15	3·05	2·22	3·71	3·16	2·57	2·54	4·25
	Other Countries	3·19	2·39	1·39	2·71	2·16	1·93	1·90	2·45
	Total ...	129·05	63·89	92·92	101·22	100·05	124·44	121·65	101·99
Above No. 24s ...	Total ...	·33	·41	·19	·16	·14	·33	·23	·52
	Total Mule ...	245·52	112·86	218·39	197·20	168·81	175·70	171·25	146·14
Water	„ Water ...	...	...	...	...	·27	·07	·02	·03
Coloured... ...	„ Colored ...	1·06	·97	1·07	·70	·99	·85	1·10	·86
	Grand Total ...	246·58	113·83	219·46	197·90	170·07	176·62	172·37	147·03
	Value in Lakhs of Rs.	844·54	401·22	625·46	590·39	594·78	648·92	629·60	525·80

* Almost entirely to Shanghai.

COTTON.

RECEIPTS at, and Exports from Bombay Port, also Mill consumption in the Island of Bombay. In thousands of Bales (000s omitted). [*Years ending 30th June.*

Years ending 30th June	Receipts	EXPORTS TO			Mill Consumption.	Total.	Years ending 30th June	Receipts	EXPORTS TO			Mill Consumption.	Total.
		Europe.	Elsewhere.	Total.					Europe.	Elsewhere.	Total.		
1863	...	911	8	919	American War. In '63 & '64 Bombay imported Cotton from China.		1883	1,770	1,335	95	1,430	313	1,743
1864	...	867	3	870			1884	1,759	1,295	100	1,395	348	1,743
1865	...	1,065	1	1,066			1885	1,139	791	70	861	392	1,253
1866	...	1,187	14	1,201	42	1,243	1886	1,480	1,009	61	1,070	391	1,461
1867	...	1,277	5	1,282	46	1,328	1887	1,703	1,147	40	1,187	454	1,641
1868	...	1,030	48	1,078	47	1,125	1888	1,472	893	58	951	500	1,451
1869	...	1,225	56	1,281	48	1,329	1889	1,851	1,286	46	1,332	565	1,897
1870	...	1,115	50	1,165	49	1,214	1890	2,235	1,488	71	1,559	636	2,195
1871	...	967	39	1,006	50	1,056	1891	2,020	1,070	107	1,177	762	1,939
1872	1,085	1,002	48	1,050	52	1,102	1892	1,770	905	202	1,107	728	1,835
1873	1,151	1,079	34	1,113	53	1,166	1893	1,738	816	169	985	724	1,709
1874	978	917	34	951	67	1,018	1894	1,769	908	159	1,067	731	1,798
1875	1,311	1,192	25	1,217	83	1,300	1895	1,540	525	143	668	815	1,483
1876	1,345	1,285	20	1,305	135	1,440	1896	2,151	800	346	1,146	849	1,995
1877	1,073	980	35	1,015	147	1,162	1897	1,612	603	405	1,008	703	1,711
1878	1,141	920	38	958	161	1,119	1898	1,730	424	409	833	817	1,650
1879	961	800	46	846	204	1,050	1899	2,033	578	520	1,098	951	2,049
1880	832	652	64	716	181	897	1900	988	117	444	561	745	1,306
1881	1,171	874	34	908	220	1,128	1901	1,896	620	340	960	696	1,656
1882	1,832	1,521	87	1,608	277	1,885	1902	2,142	525	732	1,257	987	2,244

Exports of Cotton, Wool, Linseed, Rape Seed, Gingelly Seed, Wheat and Myrabollams from Bombay to Europe (including Port Said for orders) from the year 1880 to 1902.

Year.	Cotton.	†Wool.	Linseed.	Rape Seed.	Gingelly Seed.	Wheat.	Myrabollams.
	F. P. Bales.	F. P. Bales.	Cwts.	Cwts.	Cwts.	Cwts.	Cwts.
1880 *	922,050	84,418	1,711,202	217,553	528,406	1,948,681	257,701
1881 *	1,002,763	63,381	2,081,783	737,315	989,662	9,364,804	192,844
1882 *	1,459,924	69,151	3,192,310	710,222	1,113,712	8,351,492	328,300
1883	1,335,468	61,385	4,253,614	1,230,959	1,446,400	9,713,838	344,480
1884	1,231,057	54,534	4,241,773	1,369,165	1,366,430	7,296,654	276,072
1885	742,155	56,783	5,224,973	1,754,878	1,360,031	10,851,235	506,089
1886	1,073,416	68,661	3,554,189	1,441,584	1,224,552	12,356,690	512,095
1887	1,111,931	57,169	2,407,532	1,055,912	1,534,750	9,248,564	511,826
1888	887,047	58,061	2,761,121	1,892,459	810,217	9,660,701	444,790
1889	1,323,496	69,004	2,159,194	2,296,192	942,834	6,100,879	660,515
1890	1,439,921	62,620	2,492,658	806,187	1,102,814	5,452,881	489,976
1891	1,028,417	56,695	4,773,505	1,462,833	1,243,077	13,310,857	486,222
1892	954,243	53,275	3,805,823	1,758,459	1,227,560	9,374,762	620,133
1893	857,771	49,538	4,319,264	4,275,862	1,510,317	5,043,690	563,053
1894	797,070	54,678	5,389,941	3,306,108	1,126,418	1,561,048	1,076,482
1895	624,465	61,586	2,639,749	1,829,827	1,379,335	2,522,933	775,582
1896	772,258	58,520	3,214,613	1,495,463	1,186,842	1,429,572	839,314
1897	511,899	51,710	775,838	1,874,663	831,398	5,343	555,081
1898	490,544	51,653	2,729,122	2,287,393	1,847,419	5,781,881	635,732
1899	500,232	53,272	2,136,142	1,967,680	1,613,679	2,852,863	752,343
1900	232,425	40,611	811,128	1,050,052	1,613,135	608	878,740
1901	560,434	33,091	1,754,701	2,586,544	1,704,817	38,619	728,055
1902	577,929	39,793	2,017,704	2,742,283	1,881,426	211,397	1,079,241

* Including transhipments in Harbour.

† Including goat hair.

Total Imports of Treasure from Foreign Countries into Bombay during the year 1902.

From 1st to 31st January 1902.

FROM	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
UNITED KINGDOM—							
London	3,07,840	1,50,000	.....	78,72,788	.....	7,130	16
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	1,372	.....	.....	394	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	26,25,000	.....	1,74,271	.....	.....	.....
CHINA—							
Hongkong and Shanghai	.....	.....	.....	.....	.....	.....	.....
JAPAN—							
Yokohama and Kobe	.....	.....	.....	.....	.....	.....	.....
STRAITS—							
Penang and Singapore	.....	.....	.....	.....	.....	46,226	.....
OTHER PORTS	90	3,85,312	61,063	.....	2,317	5,49,439	5,362
Total Imports from 1st to 31st January 1902	3,07,930	31,60,312	62,435	80,47,059	2,317	6,03,189	5,378
Imported same time last year	14,28,029	77,00,155	56,321	8,19,368	2,92,814	1,81,355	1

Total Imports of Treasure from Foreign Countries into Bombay during the year 1902—*contd.*

From 1st to 28th February 1902.

FROM	GOLD.			SILVER.			
		COIN.			COIN.		
	Bullion.	Sovereigns and Half Sovereigns.	Other Coin.	Bullion.	Dollars.	Government of India Rupees.	Other Coin.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
UNITED KINGDOM—							
London	17,02,220	.....	.....	66,80,446	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	3,03,006	3,00,000	.....	1,31,106	.....	.....	.....
CHINA—							
Hongkong and Shanghai	.....	1,20,000	.....	.....	.....	56,000	.....
JAPAN—							
Yokohama and Kobe	.....	.....	.....	.....	.....	986	.....
STRAITS—							
Penang and Singapore	.....	.....	.....	.....	16	2,970	.....
OTHER PORTS	4,775	2,19,420	19,486	.....	208	1,42,096	19
Total.....	20,10,001	6,39,420	19,486	68,11,552	224	2,02,052	19
Previously Imported.....	3,07,930	31,60,312	62,435	80,47,059	2,317	6,03,189	5,378
Total Imports from 1st January to 28th February 1902	23,17,931	37,99,732	81,921	1,48,58,611	2,541	8,05,241	5,397
Imported same time last year	59,11,414	1,76,87,010	1,18,930	11,56,581	3,85,002	4,21,607	8

Total Imports of Treasure from Foreign Countries into Bombay during the year 1902—*contd.*

From 1st to 31st March 1902.

FROM	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	34,61,690	8,15,000	.....	1,11,21,664	.....	4,000	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	912	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York ...	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	7,59,519	45,00,000	.....	5,15,421	.....	.....	.....
CHINA—							
Hongkong and Shanghai	.....	.....	.....	.....	.....	.....	.....
JAPAN—							
Yokohama and Kobe	.....	.....	.....	.....	.....	.....	.....
STRAITS—							
Penang and Singapore	.....	.....	.....	.....	.....	.....	.....
OTHER PORTS	88	15,00,799	52,791	.....	.....	23,22,021	.....
Total.....	42,21,297	63,15,799	53,703	1,16,37,085	.....	23,26,021	.....
Previously Imported.....	23,17,931	37,99,732	81,921	1,48,58,611	2,541	8,05,241	5,397
Total Imports from 1st January to 31st March 1902	65,39,228	1,01,15,531	1,35,624	2,64,95,696	2,541	31,31,262	5,397
Imported same time last year...	85,64,935	1,93,90,990	1,34,613	43,52,904	4,13,897	7,38,760	117

Total Imports of Treasure from Foreign Countries into Bombay during the year 1902—*contd.*

From 1st to 30th April 1902.

FROM	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half-Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
UNITED KINGDOM—							
London	21,81,720	4,08,025	.....	71,85,283	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	1,500	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	5,09,228	.....	.....	.....
CHINA—							
Hongkong and Shanghai	15,97,436	.....	.....	.....	.....	.....	.....
JAPAN—							
Yokohama and Kobe	.....	.....	.....	.....	.....	.....	.....
STRAITS—							
Penang and Singapore	.....	.....	.....	.....	.....	.....	.....
OTHER PORTS	.....	8,30,149	2,24,025	.....	.....	1,78,712	.....
Total.....	37,79,156	12,39,674	2,24,025	76,94,511	.....	1,78,712	.....
Previously Imported	65,39,228	1,01,15,531	1,35,624	2,64,95,696	2,541	31,31,262	5,397
Total Imports from 1st January to 30th April 1902	1,03,18,384	1,13,55,205	3,59,649	3,41,90,207	2,541	33,09,974	5,397
Imported same time last year...	94,32,848	2,06,83,159	1,41,238	59,42,110	4,14,511	9,48,679	164

Total Imports of Treasure from Foreign Countries into Bombay during the year 1902—*contd.*

From 1st to 31st May 1902.

FROM	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
UNITED KINGDOM—							
London	14,97,900	60,000	.....	78,72,648	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	6,07,641	.....	.....	6,56,115	.....	.....	.....
CHINA—							
Hongkong and Shanghai	.....	75,000	.....	26,64,656	.....	.....	.....
JAPAN—							
Yokohama and Kobe	.....	.....	.....	.....	.....	1,030	.....
STRAITS—							
Penang and Singapore	.....	.....	.....	.....	.....	5,500	.....
OTHER PORTS	10,910	4,56,516	3,16,061	2,68,409	.....	6,77,544	.....
Total	21,16,451	5,91,516	3,16,061	1,14,61,830	.....	6,84,074	.....
Previously Imported	1,03,18,384	1,13,55,205	3,59,649	3,41,90,207	2,541	33,09,974	5,397
Total Imports from 1st January to 31st May 1902	1,24,34,835	1,19,46,721	6,75,710	4,56,52,037	2,541	39,94,048	5,397
Imported same time last year	1,09,69,898	2,44,21,556	1,76,468	95,17,030	4,14,706	10,70,695	178

Total Imports of Treasure from Foreign Countries into Bombay during the year 1902—*contd.*

From 1st to 30th June 1902.

FROM	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	22,19,520	1,57,500	.....	53,89,454	.....	3,880	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	4,54,628	.....	.....	3,04,952	.....	.....	.....
CHINA—							
Hongkong and Shanghai	.....	.....	.....	6,10,810	.....	.....	.....
JAPAN—							
Yokohama and Kobe	.....	.....	.....	.....	.....	.....	.....
STRAITS—							
Penang and Singapore	.....	.....	.....	.....	.....	12,375	.....
OTHER PORTS	40	4,76,141	2,30,909	.....	1,602	4,39,646	1
Total.....	26,74,188	6,33,641	2,30,909	63,05,216	1,602	4,55,901	1
Previously Imported.....	1,24,34,835	1,19,46,721	6,75,710	4,56,52,037	2,541	39,94,048	5,397
Total Imports from 1st January to 30th June 1902	1,51,09,023	1,25,80,362	9,06,619	5,19,57,253	4,143	44,49,949	5,398
Imported same time last year...	1,39,84,949	2,57,26,995	4,38,444	1,76,92,974	4,17,894	22,20,826	201

Total Imports of Treasure from Foreign Countries into Bombay during the year 1902—*contd.*

From 1st to 31st July 1902.

FROM	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	8,60,160	2,62,500	72	21,15,421	.....	1,099	18
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	390	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	5,14,337	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	1,51,992	.....	.....	2,96,034	.....	.....	.....
CHINA—							
Hongkong and Shanghai	.....	.....	.....	5,46,045	.....	.....	.....
JAPAN—							
Yokohama and Kobe	.....	.....	.....	.....	.....	.....	.....
STRAITS—							
Penang and Singapore	.....	.....	.....	.....	.....	5,800	.....
OTHER PORTS	1,800	4,58,076	96,461	.....	533	5,06,920	8
Total ...	10,13,952	7,20,576	96,533	34,71,837	533	5,14,209	26
Previously Imported	1,51,09,023	1,25,80,362	9,66,619	5,19,57,253	4,143	44,49,949	5,398
Total Imports from 1st January to 31st July 1902	1,61,22,975	1,33,00,938	10,63,152	5,54,29,090	4,676	49,64,158	5,424
Imported same time last year ...	1,41,38,549	2,58,05,906	4,85,728	2,52,96,715	4,22,580	23,05,463	312

Total Imports of Treasure from Foreign Countries into Bombay during the year 1902—*contd.*

From 1st to 31st August 1902.

FROM	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	16,24,120	75,000	.....	32,96,562	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	9,61,530	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai	.....	.....	.....	38,62,960	.....	.....	.....
JAPAN—							
Yokohama and Kobe	.....	.....	.....	.....	.....	.....	.....
STRAITS—							
Penang and Singapore	.....	.....	.....	.....	.....	.....	.....
OTHER PORTS	4,800	731,032	3,09,220	.....	42	1,46,748	.....
Total	16,28,920	8,06,032	3,09,220	81,21,052	42	1,46,748	.....
Previously Imported	1,61,22,975	1,33,00,938	10,03,152	5,54,29,090	4,676	49,64,158	5,424
Total Imports from 1st January to 31st August 1902	1,77,51,895	1,41,06,970	13,12,372	6,35,50,142	4,718	51,10,906	5,424
Imported same time last year	1,47,21,140	2,61,54,268	6,19,358	3,34,95,290	4,57,317	23,81,573	793

Total Imports of Treasure from Foreign Countries into Bombay during the year 1902—*contd.*

From 1st to 30th September 1902.

FROM	GOLD.			SILVER.			
	Bullion.	COIN.		Bullion.	COIN.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
UNITED KINGDOM—							
London	10,22,240	3,22,500	157	57,11,983	.....	3,607	15
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	87,000	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	27,86,001	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	3,02,992	7,500	.....	1,64,461	.....	.....	.....
CHINA—							
Hongkong and Shanghai	.....	.....	.....	22,12,272	.....	.....	.....
JAPAN—							
Yokohama and Kobe	.....	.....	.....	.....	.....	.....	.....
STRAITS—							
Penang and Singapore	.....	.....	.....	.....	.....	.....	.....
OTHER PORTS	.....	3,35,459	1,27,581	7,14,867	646	43,506	.....
Total ...	13,25,232	6,65,459	2,14,738	1,15,89,584	646	47,113	15
Previously Imported	1,77,51,895	1,41,06,970	13,12,372	6,35,50,142	4,718	51,10,906	5,424
Total Imports from 1st January to 30th September 1902	1,90,77,127	1,47,72,429	15,27,110	7,51,39,726	5,364	51,58,019	5,439
Imported same time last year	1,61,48,291	2,78,89,983	6,55,401	3,89,16,746	4,65,751	24,63,826	936

Total Imports of Treasure from Foreign Countries into Bombay during the year 1902—*contd.*

From 1st to 31st October 1902.

FROM:	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	16,51,200	2,02,500	842	86,54,585	.....	.....	15
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	2,07,099	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	6,47,732	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	3,80,662	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai	.....	.....	.....	8,09,427	.....	.....	.....
JAPAN—							
Yokohama and Kobe	.....	.....	.....	.....	.....	918	.....
STRAITS—							
Penang and Singapore	....	.....	.....	.....	.....	.....	.....
OTHER PORTS	24,306	2,17,933	1,23,641	.....	17,157	80,438	.....
Total.....	20,56,168	4,20,433	3,36,582	1,01,11,744	17,157	81,356	15
Previously Imported.....	1,90 77,127	1,47,72,429	15,27,110	7,51,39,726	5,364	51,58,019	5,439
Total Imports from 1st January to 31st October 1902	2,11,33,295	1,51,92,862	18,63,692	8,52,51,470	22,521	52,39,375	5,454
Imported same time last year...	1,87,62,702	2,85,51,550	6,94,272	4,85,94,473	4,68,244	26,01,088	986

Total Imports of Treasure from Foreign Countries into Bombay during the year 1902—*contd.*

From 1st to 30th November 1902.

FROM	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	14,51,520	3,82,650	.....	60,52,072	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	814	.....	67,470	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	13	.....	.....	.....	11
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	6,06,822	7,50,000	.....	4,58,672	.....	.....	.....
CHINA—							
Hongkong and Shanghai	.....	.....	.....	9,39,658	.....	.....	.....
JAPAN—							
Yokohama and Kobe	.....	.....	.....	.....	.....	.....	.....
STRAITS—							
Penang and Singapore	.....	.....	.....	.....	.....	.....	.....
OTHER PORTS	1,540	2,20,745	112,928	.....	88,617	1,33,259	.....
Total.....	20,60,696	13,53,395	1,80,411	7,450,402	88,617	1,33,259	11
Previously Imported.....	2,1,133,295	1,51,92,862	18,63,692	8,52,51,470	22,521	52,39,375	5,454
Total Imports from 1st January to 30th November 1902.....	2,31,93,991	1,65,46,257	20,44,103	9,27,01,872	1,11,138	53,72,634	5,465
Imported same time last year.....	1,97,61,102	2,93,04,068	7,64,203	5,51,15,987	4,70,209	28,47,648	998

Total Imports of Treasure from Foreign Countries into Bombay during the year 1902—*contd.*

From 1st to 31st December 1902.

TO	GOLD.			SILVER.			
		Coin.			Coin.		
	Bullion.	Sovereigns and Half Sovereigns.	Other Coin.	Bullion.	Dollars.	Government of India Rupees.	Other Coin.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
UNITED KINGDOM—							
London	10,48,520	3,83,375	.....	46,28,270	.....	4,135	20
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	40,800	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	1,52,616	32,25,000	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai	.....	.....	.....	.....	.....	.....	.....
JAPAN—							
Yokohama and Kobe	.....	.....	.....	.....	.....	.....	.....
STRAITS—							
Penang and Singapore	.....	.....	.....	.....	.....	.....	.....
OTHER PORTS	1,60,209	16,34,609	71,520	.....	10,144	1,00,271	.....
Total...	13,61,345	52,42,984	1,12,320	46,28,270	10,144	1,04,406	20
Previously Imported...	2,31,93,991	1,65,46,257	2,044,103	9,27,01,872	1,11,138	53,72,634	5,465
Total Imports from 1st January to 31st December 1902	2,45,55,336	2,17,89,241	21,56,423	9,73,30,142	1,21,282	54,77,040	5,485
Imported same time last year ...	2,13,71,330	3,,22,75,196	8,26,570	6,23,66,001	4,70,209	31,31,086	1,003

Total Exports of Treasure to Foreign Countries from Bombay during the year 1902.—*contd.*

From 1st to 31st January 1902.

TO	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	22,12,159	.....	.....	.....	.....	200	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai	.....	.....	.....	.....	.....	.....	.....
JAPAN—							
Yokohama and Kobe	.....	.....	.....	.....	.....	.....	.....
STRAITS—							
Penang and Singapore	.....	.....	.....	.....	32,85,781	.....	.....
OTHER PORTS	.....	.....	21,746	.....	1,400	84,000	.....
Total Exports from 1st to 31st January 1902	22,12,159	.....	21,746	.....	32,87,181	84,200	.....
Exported same time last year...	28,04,538	1,462	15,939	.....	24,283	1,60,000	33,725

Total Exports of Treasure to Foreign Countries from Bombay during the year 1902—*contd.*

From 1st to 28th February 1902.

TO	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	24,12,724	.....	.....	.....	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai	.....	.....	.....	.....	.....	.....	.....
JAPAN—							
Yokohama and Kobe	.....	.....	.....	.....	.....	.....	.....
STRAITS—						.....	
Penang and Singapore	.....	.....	.....	.....	46,43,252		.....
OTHER PORTS	.....	.....	2,700	.....	.....	1,50,000	.....
Total ...	24,12,724	.....	2,700	.....	46,43,252	1,50,000	.....
Previously Exported...	22,12,159	.....	21,746	.....	32,87,181	84,200	.....
Total Exports from 1st January to 28th February 1902	46,24,883	.....	24,446	.....	79,30,433	2,34,200	.....
Exported same time last year...	51,28,237	1,462	19,439	.....	24,283	2,80,633	44.112

Total Exports of Treasure to Foreign Countries from Bombay during the year 1902—*contd.*

From 1st to 31st March 1902

TO	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	22,38,280	.....	.....	.....	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai	.....	.....	.....	.....	.....	.....	.....
JAPAN—							
Yokohama and Kobe	.....	.....	.....	.....	.....	.....	.....
STRAITS—							
Penang and Singapore	.....	.....	.....	.....	30,32,664	.....	.....
OTHER PORTS	1,150	.....	25,452	2,084	.....	60,000	.....
Total.. ...	22,39,430	.....	25,452	2,084	30,32,664	60,000	.....
Previously Exported...	46,24,883	.....	24,446	.....	79,30,433	2,34,200	.....
Total Exports from 1st January to 31st March 1902	68,64,313	.....	49,898	2,084	1,09,63,097	2,94,200	.....
Exported same time last year...	77,00,424	1,462	26,939	.....	24,283	3,50,633	55,512

Total Exports of Treasure to Foreign Countries from Bombay during the year 1902—*contd.*

From 1st to 30th April 1902.

TO	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	25,82,157	.....	.....	.....	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai	.....	.....	.....	.....	.....	.....	.....
JAPAN—							
Yokohama and Kobe	.....	.....	.....	.....	.....	.....	.....
STRAITS—							
Penang and Singapore	.....	.....	.....	.....	35,58,281	.....	.....
OTHER PORTS	.....	7,50,000	5,111	675	3,733	2,30,000	.....
Total...	25,82,157	7,50,000	5,111	675	35,62,014	2,30,000	.....
Previously Exported...	68,64,313	.....	49,898	2,084	1,09,63,097	2,94,200	.....
Total Exports from 1st January to 30th April 1902	94,46,470	7,50,000	55,009	2,759	1,45,25,111	5,24,200	.....
Exported same time last year ...	1,18,08,886	3,76,462	26,939	.....	24,283	9,65,633	72,162

Total Exports of Treasure to Foreign Countries from Bombay during the year 1902—*contd.*

From 1st to 31st May 1902.

TO	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	18,48,867	.....	.....	.....	.....	.....	4,500
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai	.....	.....	.....	.....	.....	.....	.....
JAPAN—							
Yokohama and Kobe	.....	.....	.....	.....	.....	.....	.....
STRAITS—							
Penang and Singapore	.....	.....	.....	.....	34,67,135	.....	.....
OTHER PORTS	2,000	1,05,000	20,250	5,764	.....	99,500	.....
Total	18,50,867	1,05,000	20,250	5,764	34,67,135	99,500	4,500
Previously Exported	94,46,470	7,50,000	55,009	2,759	1,45,25,111	5,24,200	.....
Total Exports from 1st January to 31st May 1902	1,12,97,337	8,55,000	75,259	8,523	1,79,92,246	6,23,700	4,500
Exported same time last year	1,46,31,541	3,76,462	29,263	.....	24,283	14,37,833	72,162

Total Exports of Treasure to Foreign Countries from Bombay during the year 1902—*contd.*

From 1st to 30th June 1902.

TO	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	20,44,185	.....	.....	.....	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai	.....	.....	.....	.....	.....	.....	.....
JAPAN—							
Yokohama and Kobe	.....	.....	.....	.....	.....	.....	.....
STRAITS—							
Penang and Singapore	.....	.....	.....	.....	27,04,499	.....	.....
OTHER PORTS	.....	.....	.....	2,558	907	5,76,000	.....
Total ...	20,44,185	.....	.....	2,558	27,05,406	5,76,000	.....
Previously Exported...	1,12,97,337	8,55,000	75,259	8,523	1,79,92,246	6,23,700	4,500
Total Exports from 1st January to 30th June 1902	1,33,41,522	8,55,000	75,259	11,081	2,06,97,652	11,99,700	4,500
Exported same time last year ...	1,64,74,089	3,76,462	62,444	.....	16,74,833	31,49,501	83,162

Total Exports of Treasure to Foreign Countries from Bombay during the year 1902—*contd.*

From 1st to 31st July 1902.

To	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	22,17,736	.....	.....	.....	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	900
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai	.....	.....	.....	.....	.....	.....	.....
JAPAN—							
Yokohama and Kobe	.....	.....	.....	.....	.....	.....	.....
STRAITS—							
Penang and Singapore	.....	.....	.....	.....	.....	.....	.....
OTHER PORTS	.....	9,00,000	34,085	.....	.....	9,86,000	.....
Total ...	22,17,736	9,00,000	34,085	.....	.....	9,86,000	900
Previously Exported ...	1,33,41,522	8,55,000	75,259	11,081	2,06,97,652	11,99,700	4,500
Total Exports from 1st January to 31st July 1902	1,55,59,258	17,55,000	1,09,344	11,081	2,06,97,652	21,85,700	5,400
Exported same time last year	1,99,24,604	11,41,462	1,32,359	2,250	71,09,885	44,95,101	83,162

Total Exports of Treasure to Foreign Countries from Bombay during the year 1902—*contd.*

From 1st to 31st August 1902.

TO	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
UNITED KINGDOM—							
London	24,65,167	.....	.....	.....	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai	.....	.....	.....	.....	.....	.....	.....
JAPAN—							
Yokohama and Kobe	.....	.....	.....	.....	.....	.....	.....
STRAITS—							
Penang and Singapore	.....	.....	.....	.....	14,55,943	.....	.....
OTHER PORTS	.....	6,75,000	.....	1,917	.....	6,19,900	.....
Total ...	24,65,167	6,75,000	.....	1,917	14,55,943	6,19,900	.....
Previously Exported...	1,55,59,258	17,55,000	1,09,344	11,081	2,06,97,652	21,85,700	5,400
Total Exports from 1st January to 31st August 1902	1,80,24,425	24,30,000	1,09,344	12,998	2,21,53,595	28,05,600	5,400
Exported same time last year...	2,21,06,447	12,20,962	1,44,983	2,696	1,03,93,560	58,02,151	83,162

Total Exports of Treasure to Foreign Countries from Bombay during the year 1902—*concld.*

From 1st to 30th September 1902.

FROM	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
UNITED KINGDOM—							
London	31,46,304	.....	.....	.....	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai	.....	.....	.....	.....	7,10,949	.....	.....
JAPAN—							
Yokohama and Kobe	.....	.....	.....	.....	.....	.....	.....
STRAITS—							
Penang and Singapore	.....	.....	.....	.....	2,304,116	.....	.....
OTHER PORTS	.....	15,000	64,525	3,534	.....	3,56,700	.....
Total...	31,46,304	15,000	64,525	3,534	30,15,065	3,56,700	.....
Previously Exported	1,80,24,425	24,30,000	1,09,344	12,998	2,21,53,595	28,05,600	5,400
Total Exports from 1st January to 30th September 1902	2,11,70,729	24,45,000	1,73,869	16,532	2,51,68,660	31,62,300	5,400
Exported same time last year...	2,46,78,162	12,20,962	1,91,308	2,696	1,22,60,957	69,68,651	83,162

Total Expotrs of Treasure to Foreign Countries from Bombay during the year 1902—*contd.*

From 1st to 31st October 1902.

TO	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	28,03,375	.....	.....	.....	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai	.....	1,20,000	.....	.....	6,55,904	.....	.....
JAPAN—							
Yokohama and Kobe	.....	.....	.....	.....	.....	.....	.....
STRAITS—							
Penang and Singapore	.....	.....	.....	.....	76,31,545	.....	.....
OTHER PORTS	.....	.....	1,350	.....	17,920	5,29,000	.....
Total	28,03,375	1,20,000	1,350	.....	83,05,369	5,29,000	.....
Previously Exported	2,11,70,729	24,45,000	1,73,869	16,532	2,51,68,660	31,62,300	5,400
Total Exports from 1st January to 31st October 1902	2,39,73,104	25,65,000	1,75,219	16,532	3,34,74,029	36,91,300	5,400
Exported same time last year	2,69,62,330	12,23,962	2,18,693	2,696	1,62,78,543	79,25,894	83,162

Total Exports of Treasure to Foreign Countries from Bombay during the year 1902—*contd.*

From 1st to 30th November 1902.

TO	GOLD.			SILVER.			
		COIN.			COIN.		
	Bullion.	Sovereigns and Half Sovereigns.	Other Coin.	Bullion.	Dollars.	Government of India Rupees.	Other Coin.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
UNITED KINGDOM—							
London	28,24,117	.....	.....	.....	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai	.....	1,50,000	.....	.....	7,89,638	.....	.....
JAPAN—							
Yokohama and Kobe	.....	.....	.....	.....	.....	.....	.....
STRAITS—							
Penang and Singapore	.....	.....	.....	.....	28,21,540	.....	.....
OTHER PORTS	.....	.....	33,412	900	6,350	1,42,000	593
Total...	28,24,117	1,50,000	33,412	900	36,17,528	1,42,000	593
Previously Exported...	2,39,74,104	25,65,000	1,75,219	16,532	3,34 74,029	36,91,300	5,400
Total Exports from 1st January to 30th November 1902	2,67,98,221	27,15,000	2,08,631	17,432	3,70,91,557	38,33,300	5,993
Exported same time last year...	2,93,03,677	14,48,962	2,39,303	2,696	1,98,21,358	79,55,894	83,162

Total Exports of Treasure to Foreign Countries from Bombay during the year 1902—*concld.*

From 1st to 31st December 1902.

TO	GOLD.			SILVER.			
		COIN.			COIN.		
	Bullion.	Sovereigns and Half Sovereigns.	Other Coin.	Bullion.	Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	28,01,179	.....	.....	.....	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai	.....	.....	.....	7,05,660	.....	.....	.....
JAPAN—							
Yokohama and Kobe	.....	.....	.....	.....	.....	.....	.....
STRAITS—							
Penang and Singapore	.....	.....	.....	1,58,363	37,16,773	.....	.....
OTHER PORTS	999	.....	55,256	4,009	6,000	5,60,000	.....
Total ...	28,02,178	.....	55,256	8,68,032	37,22,773	5,60,000	.....
Previously Exported...	2,67,98,221	2,715,000	2,08,631	17,432	3,70,91,557	38,33,300	5,993
Total Exports from 1st January to 31st December 1902	2,96,00,399	27,15,000	2,63,887	8,85,464	4,08,14,330	43,93,300	5,993
Exported same time last year...	3,19,87,053	14,48,962	2,67,326	2,696	2,53,09,733	82,35,894	84,662

Weekly Current Quotations as Estimated by the Committee

QUOTATIONS.	Week ending 3rd January.	Week ending 10th January.	Week ending 17th January.	Week ending 24th January.	Week ending 31st January.	Week ending 7th February.	Week ending 14th February.	Week ending 21st February.	Week ending 28th February.	Week ending 7th March.	Week ending 14th March.	Week ending 21st March.
EXCHANGE.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.
On England Bank Bills, Tel. Transfer	1s. 4 1/32d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 3/32d.	1s. 4 1/32d.	1s. 4 1/16d.	1s. 4 3/32d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 d.
" " Sight	1s. 4 1/32d.	1s. 4 1/16d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 1/ 6d.	1s. 4 1/16d.	1s. 4 1/8d.	1s. 4 3/32d.	1s. 4 1/32d.	1s. 4 1/32d.	1s. 4 1/32d.
" " ... 3 m'ths' "	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1s. 4 1/8d.	1s. 4 1/8d.
First-class Credits ... 3 "	1s. 4 1/4d.	1s. 4 9/32d.	1s. 4 5/16d.	1s. 4 9/32d.	1s. 4 9/32d.	1s. 4½d.	1s. 4½d.	1s. 4 5/16d.	1s. 4 9/32d.	1s. 4 1/4d.	1s. 4 7/32d.	1s. 4 7/32d.
" ... ... 6 " "	1s. 4 3/8d.	1s. 4 13/32d.	1s. 4 13/32d.	1s. 4 13/32d.	1s. 4 13/32d.	1s. 4½d.	1s. 4 3/8d.	1s. 4 11/32d.	1s. 4 3/8d.	1s. 4 5/16d.	1s. 4 11/32d.	1s. 4 11/32d.
Documents " " ... 3 " "	1s. 4 9/32d.	1s. 4 5/16d.	1s. 4 5/16d.	1s. 4 5/16d.	1s. 4 5/16d.	1s. 4 9/32d.	1s. 4 9/32d.	1s. 4 11/32d.	1s. 4 5/16d.	1s. 4 9/32d.	1s. 4 11/32d.	1s. 4 1/4d.
" ... ... 6 " "	1s. 4 13/32d.	1s. 4 7/16d.	1s. 4 7/16d.	1s. 4 7/16d.	1s. 4 7/16d.	1s. 4 13/32d.	1s. 4 13/32d.	1s. 4 13/32d.	1s. 4 13/32d.	1s. 4 13/32d.	1s. 4 13/32d.	1s. 4 3/8d.
Paris Francs Mercantile Bills ... 3 " "	1·70 1/2	1·70½	1·71	1·70½	1·71	1·70½	1·70½	1·71½	1·71	1·70½	1·70½	1·70½
On Calcutta Bank Telegraphic Transfer ...	100	100	100 1/32	100	100 1/32	100 1/32	100 1/16	100 3/32	100 1/16	100 1/16	100 1/16	100 1/16
	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.
On China Mercantile Bills { per 100 Dollars.	H.138 0 0	137 0 0	135 0 0	134 8 0	134 8 0	134 8 0	134 8 0	134 8 0	134 0 0	133 0 0	132 8 0	132 0 0
30 days' Sight. { " 100 Taels.	S. 136 0 0	185 0 0	184 0 0	183 8 0	183 8 0	183 8 0	184 8 0	134 0 0	183 0 0	182 0 0	180 0 0	179 0 0
{ " 100 Yens.	J. 148 8 0	148 8 0	148 8 0	148 8 0	148 8 0	149 0 0	149 0 0	149 0 0	149 0 0	149 0 0	149 0 0	149 0 0
English Bar Gold, 100 touch (per tola)... ...	24 1 0	24 0 6	24 0 6	24 0 6	24 0 0	24 0 9	24 1 0	24 1 3	24 1 6	24 1 6	24 1 6	24 1 0
Sovereigns	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0	15 2 6	15 3 0
Bar Silver	{ 66 4 0 Rdy.	66 0 0Rdy.	64 14 0 Rdy.	64 10 0 Rdy	65 0 0 Rdy.	65 0 0 Rdy.	65 0 0 Rdy,	64 14 0 Rdy.	64 8 0 Rdy	64 0 0 Rdy.	63 10 0 Rdy.	63 11 0 Rdy
	{ 66 6 0 Fwd.	66 2 0Fwd.	65 2 0 Fwd.	65 2 0 Fwd	65 2 0Fwd.	65 2 0 Fwd.	65 4 0 Fwd	64 14 0 Fwd.	64 10 0Fwd	64 0 0 Fwd.	63 12 0 Fwd	63 9 0 Fwd
RATES OF DISCOUNT.												
Bank Rate of Discount on Private Bills 60 days' Sight	7 per cent.	8 per cent.	9 per cent.	9 per cent.	9 per cent.	8 per cent.	9 per cent.	10 per cent.	10 per cent.	10 per cent.	9 per cent.	9 per cent.
Bank Rate of Interest on Demand Loans on Government Securities	5 "	6 "	7 "	7 "	7 "	7 "	8 "	8 "	8 "	8 "	8 "	8
Rate of Interest in the open Market on Government Paper	5 "	6 "	7 "	7 "	7 "	7 "	8 "	8 "	8 "	8 "	8 "	8
GOVERNMENT SECURITIES.												
Three-and-a-half per cents.	Rs. 95 14 0	Rs. 95 12 0	Rs. 95 12 0	Rs. 95 14 0	Rs. 95 13 0	Rs. 96 12 0	Rs. 96 12 0	Rs. 96 7 0 Ni.	Rs. 96 4 0	Rs. 96 2 0	Rs. 96 4 0	Rs. 96 2 0
Three per cents.	" 84 0 0	" 84 0 0	" 84 0 0	" 84 0 0	" 84 0 0	" 84 0 0	" 84 0 0	" 84 0 0	" 84 0 0	" 84 0 0	" 82 8 0	" 82 8 0
IMPORTS.												
PIECE GOODS—												
7lbs. 38 in. 37½ yds. Grey Shirtings (per piece).	Rs. 3 2 6	Rs. 3 3 0	Rs. 3 3 0	Rs. 3 3 0	Rs. 3 3 0	Rs. 3 3 0	Rs. 3 3 0	Rs. 3 3 0	Rs. 3 3 6	Rs. 3 3 6	Rs. 3 1 0	Rs. 3 1 0
8lbs. 38 in. 37½ to 38 yds. " " "	" 3 14 6	" 3 14 6	" 3 14 6	" 3 14 6	" 3 14 6	" 3 14 6	" 3 14 6	" 3 14 6	" 3 14 6	" 3 14 6	" 4 0 0	" 4 0 0
No. 40s Mule Twist (per lb.)	As. 7½ to 8½	As. 7½ to 8½	As. 7½ to 8½	As. 7½ to 8½	As. 7½ to 8½	As. 7½ to 8½	As. 7½ to 8½	As. 7 3/4to 8 1/4	As. 7½ to 8½	As. 7½ to 8½	As. 8½	As. 8½
No. 30s Water " "	" 7½ to 8½	" 7½ to 8½	" 7½ to 8½	" 7½ to 8½	" 7½ to 8½	" 7½ to 8½	" 7½ to 8½	" 7 1/2 to 8 1/4	" 7½ to 8½	" 7½ to 8½	" 7½	" 7 3/8
Copper Braziers (in bundles) per cwt. ...	Rs. 58 8 0	Rs. 56 8 0	Rs. 54 0 0	Rs. 51 12 0	Rs. 54 8 0	Rs. 53 12 0	Rs. 55 4 0	Rs. 55 8 0	Rs. 56 8 0	Rs. 56 4 0	Rs. 55 12 0	Rs. 56 0 0
Yellow Metal " "	" 48 0 0	" 46 8 0	" 44 12 0	" 45 8 0	" 46 8 0	" 47 0 0	" 48 0 0	" 48 8 0	" 48 8 0	" 48 4 0	" 47 8 0	" 47 0 0
Belgian No. 2 Bar Iron (per candy of 746½ lbs.).	" 33 0 0	" 33 0 0	" 33 0 0	" 33 0 0	" 33 0 0	" 33 to 33-8-0	" 33 0 0	34-0-0 to 34-8-0	" 34 8 0	" 34 0 0	" 35 0 0	" 34 0 0
Basic Steel " " "	" 33 0 0	" 33 0 0	" 33 0 0	" 33 0 0	" 33 0 0	" 33 to 33-8-0	" 33 0 0	34-0-0 to 34-8-0	" 34 8 0	" 34 0 0	" 35 0 0	" 34 0 0
Swedish Bar Iron " " "	" 54 0 0	" 52 0 0	" 54 0 0	" 53 0 0	" 54 0 0	" 55 to 56	" 55 to 56	56-0-0	" 54 0 0	" 54 to 55	" 54 to 55	" 55 0 0
Sugar ordinary Crystals (Best per cwt, Ex. Godown.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	" 9 5 0
Do. Mauritius ordinary grains " "	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	" 9 3 0
Do. China Best Soft White " "	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	" 11 0 0
Davison's West Hartley Coal (per ton) alongside	" 16 0 0Fwd.	" 16 0 0 Rdy.	" 15 12 0 Fwd.	Rs. 15 12 0 Fwd.	" 16 0 0 Fwd.	" 16 0 0 Fwd.	" 15 12 0 Fwd	Rs. 15 12 0 Fwd.	Rs. 16 0 0Fwd.	Rs. 16 0 0 Rdy.	" 16 0 0Fwd	" 15 12 0 Fwd.
Cardiff Coal " " "	" 19 4 0 Rdy.	" 18 8 0 "	" 18 4 0 Rdy.	" 18 8 0 Rdy.	" 18 8 0 "	" 18 8 0 "	" 18 0 0 "	" 17 12 0 "	" 18 0 0 Fwd.	" 18 4 0 Fwd.	Rs. 18 0 0Rdy.	" 18 0 0 Rdy.
Japan " "	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Dessarghur (Bengal) " "	" 14 0 0 "	" 14 0 0 "	" 13 12 0 Rdy.	" 13 12 0 "	" 14 0 0 Rdy.	" 14 0 0 Rdy.	" 13 8 0 Rdy.	Rs. 13 8 0 Rdy	Rs. 13 8 0 Rdy	" 13 8 0 Rdy.	" 13 8 0 "	" 13 8 0 Rdy.
Muir's Navigation " "	.....	" 13 0 0 "	" 12 8 0 "	" 13 0 0 Fwd.	" 13 0 0 "	" 12 4 0 "	" 12 8 0 Fwd	" 12 0 0 Fwd.	" 12 4 0 Fwd	" 12 0 0 "	" 12 4 0 "	" 12 4 0 "
Jardine's " "	" 12 0 0 "	" 13 0 0 "	" 12 8 0 "	" 13 0 0 "	" 13 0 0 "	" 12 12 0 "	" 12 8 0 Rdy	" 12 12 0 Rdy	" 12 8 0 Rdy	" 12 8 0 "	" 12 8 0 "	" 12 8 0 "
Seebpore " "	" 14 0 0 "	" 13 12 0 "	.....	.....	.....	.....	.....	.....	" 13 12 0Fwd.	.....	.....	.....
Singarini " Rail Dely.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
EXPORTS.												
COTTON—												
(Full pressed; per candy of 784 lbs.)—												
... ... Fine ...	Rs. 205 Feb.-Mar.	Rs. 205 Feb.-Mar.	Rs. 207 Jan.-Feb.	Rs. 205 Feb.	Rs. 206 25th Feb.	Rs. 207 25th Feb.	" 212 Ready.	Rs. 208 Ready.	Rs. 205 Ready.	Rs. 210 Ready.	Rs. 207 Ready.	Rs. 209 Ready.
... ... Good...	" 205Mar.suttah.	" 204 15/25th March.	" 207 15/25thMar.	" 203 15/25th March.	" 203 15/25th March.	" 206 15/25th March	" 209 15/26th March	" 207 15/25th March	.....	" 205 15/25thMar	" 204 "	" 205 "
Bimawuttee, Good Staple ... ... F.G. ...	" 187 Ready.	" 185 Ready.	" 187 Ready.	" 184 Ready.	" 186 25th Feb.	" 184 25th Feb.	" 189 Ready.	" 185 Ready.	" 180 Ready.	" 187 Ready.	" 189 "	" 188 "
" " ... ... Good...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Khandeish ... ... F.G. ...	" 168Jan. suttah.	" 170 25th Jan.	" 178 25th Jan.	" 172, 25th Jan.	" 172 25th Feb.	" 170 25th Feb.	" 173 15/25th Mar.	" 170 Ready.	" 170 25th Mar.	" 170 March	" 173 Ready.	" 173 Ready.
" ... ... Good...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	" 168 "	.....
Belaise ... ... Fine ...	" 180 Ready.	" 180 Jan.	" 183 Ready.	" 182 Ready.	" 180 25th Feb.	" 180 25th Feb.	" 184 Ready.	" 179 Feb.-Mar.	" 177 25th "	" 178 Ready	" 182 "	" 179 Ready.
" ... ... F.G. ...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	" 178 "	.....
Bhownugger ... ... Fine ...	" 191 Mar.-Apl.	" 192 Apr.-May	.....	.....	.....	" 194 Feb.-Mar.	.....	.....	.....	.....	" 197 "	.....
" ... ... F.G. ...	" 184 do.	" 186 Do.	.....	.....	.....	" 186 "	" 188 Ready	.....	.....	.....	" 187 "	.....
" ... ... Good...	.....	.....	" 183 15/25thMay	" 182 15/25th May.	" 182 25th May.	" 181 15/25th May.	" 183 15/25th May.	" 182 15/25th May.	" 179 to Rs. 180 15th, 25th May	" 183 15/25thMay	" 184 "	" 183 Ready.
Bengals ... ... Fine ...	" 166, 25th Jan.	Rs. 163 January.	" 164 25th Jan.	" 161 Ready.	" 159 25th Feb.	" 159 25th Feb.	" 165 25th Feb.	" 159 25th Feb.	" 154 25th Mar.	" 159 Ready	" 160 "	" 160 "
" ... ... F.G. ...	" 162 Jan.suttah.	" 160 do.(suttah)	" 159 Do.	" 155 "	" 154 25th " 159 Mar. suttah	" 154 25th "	" 159 25th Feb. 162 Mar.suttah	" 154 25th "	" 152 15/25th March.	" 153 "	" 154 "	" 154 "
" ... ... Good...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Dharwar (S. G.) ... ... Good...	" 194 Mar.-Apl.	" 193 Apl.-May	" 193 May.	" 193 May.	" 191 25th May	" 193 April-May	" 198 Apl.-May	Rs. 197 Ap-May	" 195 Apl.-May	" 199 Ap'-May.	" 198 Ready	" 200 Ready.
Westerns ... ... Good...	" 184 Apl.-May.	" 184 Do.	" 185 "	" 182 "	" 181 25th "	" 182 "	" 188 "	" 187 "	" 185 "	" 186 "	" 187 "	" 187 "
Ginggellyseed, White ... ... (per cwt.)...	" 9 1 6 Rdy	" 9 2 0 Rdy.	" 9 0 6 Rdy.	" 8 13 6 Rdy.	" 9 2 0 Rdy.	" 9 1 6 Rdy.	" 9 9 0 Rdy.	" 9 9 6 Rdy.	" 9 7 6 Rdy.	" 9 5 0 Rdy.	" 9 10 0 Rdy.	" 9 9 0 Rdy.
Mixed 5 per cent. " "	" 8 10 0 "	" 8 11 0 "	" 8 9 0 "	" 8 8 6 "	" 8 10 6 "	" 8 12 0 "	" 9 2 6 "	" 9 3 6 "	" 9 0 6 "	" 9 0 0 "	" 9 2 6 "	" 9 2 0 "
Linseed, Bold ... ... " "	" 9 10 0 "	" 9 9 0 "	" 8 13 6 "	" 9 2 0 "	" 9 5 6 "	" 9 11 0 "	" 9 12 0 "	" 9 9 6 "	" 9 5 6 "	" 9 6 6 "	" 9 7 6 "	" 9 8 0 "
Small Seed ... " "	" 9 0 0 "	" 8 13 0 "	" 9 2 0 "	" 9 4 0 "	" 9 4 0 "	" 9 6 6 "	" 9 8 0 "	" 9 7 6 "	" 9 3 6 "	" 9 7 6 "	" 9 5 6 "	" 9 6 0 "
Rapeseed, Guzerat Yellow ... " "	" 7-11-0 Apl.-May	" 7-11-0 ApM'y.	" 7-11-0 Apl.-M'y	" 7-11-0 Apl.M'y	" 7-11-0 Apl.M'y	" 7-13-6 Apl.-M'y	" 7-13-6 Apl.-M'y	" 7-14-0 Apl.-M'y	" 8-0-0 Apl.-May	" 7-14-0 Apl.M'y	" 7-15-0 Apl.-M'y	" 7 12 0 "
" Brown Delhi... " "	" 6 12 6 Rdy.	" 6 10 6Rdy.	" 6 8 6 Rdy.	" 6 12 6 "	" 6 12 6 Rdy.	" 7 0 0 Rdy.	" 7-1-0 Ready	" 8 14 6 Rdy.	" 6 11 6 Rdy.	" 6 13 6 Rdy	" 6 10 6 "	" 6 10 6 "
" Yellow Cawnpore ... " "	" 7 1 6 "	" 6 15 6 "	" 6 13 6 "	" 8 15 6 "	" 7 1 0 Rdy.	" 7-4-0 Apl.-May	" 7-8-0April-May	" 7 4 6 "	" 7 1 6 "	" 7 1 6 "	" 7 4 6Apl.May	" 6 13 6 "
Poppyseed... ... ... " "	" 8 14 6 "	" 8 14 6 "	" 6 13 6 "	" 7 11 0 "	" 8 15 6 "	" 9 3 6 Ready	" 9 5 6 Rdy.	" 9 5 6 "	" 9 5 6 "	" 9 5 6 "	" 9 4 0 Ready	" 9 6 6 "
Groundnuts ... ... " "	" 7 8 6 "	" 7 5 6 "	" 7 6 6 "	" 7 12 0 "	" 7 12 0 "	" 8 0 6 "	" 8 6 0 "	" 8 4 6 "	" 8 4 6 "	" 8 7 0 "	" 8 6 0 "	" 8 8 0 "
Castorseed, Ordinary Quality F.A. " "	" 6 3 0 "	" 6 1 0 "	" 5 11 6 "	" 5 11 6 "	" 5 13 0 "	" 5 14 0 "	" 6 2 0 "	" 5 15 0 "	" 6 2 6 "	" 5 15 0 "	" 5 13 0 "	" 5 13 0 "
Wheat, White Pessy 85 per cent. " "	.....	.....	.....	.....	.....	.....	.....	" 4-15-6 Mar.-Ap	.....	.....	4-13-0Apl.M'y	.....
" Jabalpur Pessy ... ... " "	.....	.....	.....	.....	.....	.....	.....	" 4 13 0 "	.....	.....	" 4-11-0 "	.....
" Ahmedabad (Soft Red) ... " "	Rs.4-11-0Mar-Apl.	Rs. 4-14-6Mar.-Ap.	Rs.4-13-6Mar -Apl.	Rs.4-11-0 Apl-M'y	Rs. 4-9-6 Apl.-May	Rs. 4-10-0Mar.Apl	Rs.4-11-0Mar.-Apl	Rs. 4 13 6 "	Rs. 4-13-6 Apl.M'y	.....	.....	Rs.4 -11-6Mar.Apl
" Hard Yellow 63 per cent. " "	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	" 4-6-0 Mar.-Apl.
" Delhi, No. 1, White Pessy " "	" 4-13-6Apl.-May	" 4-13-6Apl.M'y.	" 4-14-6 Apl.-M'y	" 4-14-3 "	" 4-15-0 Apl.M'y	" 4-15-0Apl-May	" 5-0-0 Apl.-M'y	" 4-15-6 Apl.-M'y	" 4-14-0 Apl.-M'y	" 4-14-0Apl.-M'y	" 4-14-0 Apl.May	" 4-13-0 Apl.May.
" " Red ... " "	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" Hard Red Khatha 75 per cent. " "	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" Nagpore Khathi ... ... " "	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Opium (Malwa) per chest, Old	Rs. 1,300	Rs. 1,300	Rs. 1,310	Rs. 1,275	Rs. 1,330	Rs. 1,390	Rs. 1,345	Rs. 1,330	Rs. 1,345	Rs. 1,350	Rs. 1,340	Rs. 1,340
" " " New	" 1,250	" 1,250	1,225	" 1,200	" 1,200	" 1,200	" 1,200	" 1,200	" 1,200	" 1,200	" 1,200	" 1,200
FREIGHTS.	(Ready.)	(Ready.)	(Ready.)	(Ready.)	(Ready.)	(Ready.)	(Ready.)	(Ready.)	(Ready.)	(Ready.)	(Ready.)	(Ready.)
	£ s. d.	£ s. d.	s. d.	£. s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Liverpool—Cotton (per ton of 40 feet) ...	0 15 0	0 15 0	0 15 0	0 15 0	0 15 0	0 14 0	0 14 9	0 14 6	0 14 0	0 14 0	0 14 0	0 1 0
" Seeds and Wheat	0 15 0	0 15 0	0 15 0	0 15 0	0 15 0	0 14 0	0 14 9	0 14 6	0 14 0	0 14 0	0 15 0	0 0
London—Measurement cargo (P. & O.) ...	1 4 6	1 4 6	4 6	1 4 6	1 4 6	1 4 6	1 4 6	1 4 6	1 4 6	1 4 6	1 4 6	1 0
" Seeds and Wheat "	0 16 0	0 15 6	0 16 0	.....	0 16 0	0 16 0	0 16 0	0 14 6	0 16 0	0 14 6	0 14 6	0
Trieste & Venice—Measurement cargo ...	0 16 0	0 16 0	0 15 0	0 16 0	0 15 0	0 15 0	0 15 0	0 16 0	0 15 0	0 16 0	0 17 0	
" " Seeds and Wheat ...	0 15 0	0 15 0	0 14 6	0 15 0	0 14 6	0 14 0	0 14 0	0 15 0	0 14 0	0 15 0	.....	
Marseilles—Measurement cargo	0 14 0	0 14 0	0 14 0	0 14 6	0 14 3	0 14 0	0 14 0	0 13 9	0 13 9	0 13 9	0 14 0	0 15 0
" Seeds and Wheat	0 14 0	0 14 0	0 14 0	0 14 6	0 14 3	0 14 3	0 14 0	0 14 0	0 13 9	0 14 0	0 14 0	0 15 0
Genoa—Measurement cargo	0 14 3	0 14 3	0 14 3	0 15 0	0 14 3	0 14 0	0 15 0	0 14 0	0 14 0	0 14 0	0 14 0	0 15 0
" Seeds and Wheat	0 14 3	0 14 3	0 14 3	0 14 6	0 14 3	0 14 0	0 15 0	0 14 0	0 14 0	0 14 0	0 14 0	0 16 0
China Steamer (P. & O.)	Rs. 14 and 18	Rs. 14 and 18	Rs. 14 and 18	Rs. 14 and 18	Rs. 14 and 18	Rs. 14 and 18	Rs. 14 and 18	Rs. 14 and 18	Rs. 14 and 18	Rs. 14 and 18	Rs. 14 and 18	Rs. 14 and 18
Japan " "	" 17	" 17	17	" 17	" 17	" 17	" 17	" 17	" 17	" 17	" 17	" 17

H. Hongkong. S. Shang

Week ending 7th March.	Week ending 4th April.	Week ending 11th April.	Week ending 18th April.	Week ending 25th April.	Week ending 2nd May.	Week ending 9th May.	Week ending 16th May.	Week ending 23rd May.	Week ending 29th May.	Week ending 6th June.	Week ending 13th June.	Week ending 20th June.	Week ending 27th June.
Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.
3 31/32d.	1s. 3 15/16d.	1s. 3 29/32d.	1s. 3 15/16d.	1s. 3 29/32d.	1s. 3 29/32d.	1s. 3 29/32d.	1s. 3 29/32d.	1s. 3 7/8d.	1s. 3 7/8d.	1s. 3 7/8d.	1s. 3 7/8d.	1s. 3 7/8d.	1s. 3 29/32d.
4 d.	1s. 3 31/32d.	1s. 3 15/16d.	1s. 3 15/16d.	1s. 3 15/16d.	1s. 3 15/16d.	1s. 3 15/16d.	1s. 3 15/16d.	1s. 3 29/32d.	1s. 3 29/32d.	1s. 3 29/32d.	1s. 3 29/32d.	1s. 3 29/32d.	1s. 3 15/16d.
4 3/32d.	1s. 4 1/16d.	1s. 4 1/32d.	1s. 4 1/32d.	1s. 4 1/32d.	1s. 4 1/32d.	1s. 4 1/32d.	1s. 4 1/32d.	1s. 4 d.	1s. 4d.	1s. 4d.	1s. 4d.	1s. 4d.	1s. 4d.
4 3/16d.	1s. 4 5/32d.	1s. 4 1/8d.	1s. 4 1/8d.	1s. 4 1/8d.	1s. 4 1/8d.	1s. 4 1/8d.	1s. 4 1/8d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.
4 5/16d.	1s. 4 9/32d.	1s. 4 1/4d.	1s. 4 1/4d.	1s. 4 1/4d.	1s. 4 1/4d.	1s. 4 1/4d.	1s. 4 1/4d.	1s. 4 7/32d.	1s. 4 7/32d.	1s. 4 7/32d.	1s. 4 3/16d.	1s. 4 7/32d.	1s. 4 7/32d.
4 7/32d.	1s. 4 3/16d.	1s. 4 5/32d.	1s. 4 5/32d.	1s. 4 5/32d.	1s. 4 5/32d.	1s. 4 5/32d.	1s. 4 5/32d.	1s. 4 1/8d.	1s. 4 1/8d.	1s. 4 1/8d.	1s. 4 1/8d.	1s. 4 1/8d.	1s. 4 1/8d.
4 11/32d.	1s. 4 5/16d.	1s. 4 9/32d.	1s. 4 9/32d.	1s. 4 9/32d.	1s. 4 9/32d.	1s. 4 9/32d.	1s. 4 9/32d.	1s. 4 1/4d.	1s. 4 1/4d.	1s. 4 1/4d.	1s. 4 7/32d.	1s. 4 1/4d.	1s. 4 1/4d.
0	1·69 3/4	1·69¼	1·69¼	1·69¼	1·69¼	1·69¼	1·69¼	1·69	1·69	1·69 1/4	1·69¼	1·69	1·69
0 1/32	100 1/16	100 1/16	100 1/16	100 1/32	100 1/16	100 1/16	100 1/16	100 1/16	100 1/16	100 1/16	100 1/16	100 1/16	100 1/16
Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	R. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.
131 0 0	132 0 0	130 8 0	128 0 0	125 8 0	124 0 0	125 0 0	125 0 0	127 0 0	127 0 0	128 0 0	H. 128 8 0	H. 128 8 0	H. 128 8 0
178 0 0	178 0 0	177 0 0	174 0 0	170 0 0	166 0 0	167 0 0	166 0 0	170 0 0	170 0 0	168 0 0	S. 168 0 0	S. 170 0 0	S. 170 0 0
149 8 0	149 8 0	149 8 0	149 8 0	149 8 0	149 8 0	149 8 0	149 8 0	150 0 0	150 0 0	150 0 0	J. 150 0 0	J. 150 0 0	J. 151 0 0
24 1 6	24 1 0	24 2 0	24 2 0	24 2 0	24 2 6	24 2 6	24 2 6	24 3 0	24 3 0	24 3 0	24 2 6	24 2 6	24 2 6
15 3 0	15 2 6	15 2 6	15 2 6	15 2 6	15 3 0	15 3 0	15 3 6	15 3 6	15 3 6	15 3 3	15 4 6	15 4 6	15 4 6
63 10 0Rdy	64 0 0 Rdy.	63 10 0 Rdy.	62 8 0 Rdy	61 8 0 Rdy.	60 2 0Rdy.	61 0 0Rdy.	61 ½ 0 Rdy.	61 12 0 Rdy	61 4 0Rdy.	61 9 0 Rdy.	61 12 0 Rdy	62 10 0 Rdy	62 10 0 Rdy.
63 10 0Fwd	64 0 0 Fwd.	63 9 0 Fwd.	62 6 0Fwd	61 4 0 Fwd.	59 14 0Fwd.	60 12 0Fwd.	60 8 0 Fwd.	61 4 0 Fwd	61 6 0Fwd	61 6 0 Fwd.	61 12 0 Fwd	62 6 0Fwd	62 8 0 Fwd.
per cent.	7 per cent.	6 per cent.	7 per cent.	6 per cent.	5 per cent.	5 per cent.	5 per cent.	5 per cent.	5 per cent.	5 per cent.	4 per cent.	4 per cent.	4 per cent.
„	7 „	6 „	6 „	6 „	5 „	5 „	5 „	5 „	5 „	5 „	5 „	4 „	4 „
„	7 „	6 „	6 „	6 „	5 „	5 „	5 „	5 „	5 „	5 „	4 „	3 „	4 „
96 10 0	Rs. 97 1 0	Rs. 97 7 0	Rs. 97 7 0	Rs. 97 12 0	Rs. 98 10 0	Rs. 99 1 0	Rs. 99 2 0	Rs. 99 4 0	Rs. 99 0 0	Rs. 98 10 0	Rs. 98 9 0	Rs. 97 11 0	Rs. 97 4 0
82 8 0	„ 82 8 0	„ 82 8 0	„ 82 8 0	„ 83 0 0	„ 83 0 0	„ 85 0 0	„ 84 8 0	„ 85 0 0	„ 85 0 0	„ 85 8 0	„ 85 0 0	„ 85 0 0	„ 85 0 0
3 1 0	Rs. 3 2 0	Rs. 3 3 0	Rs. 3 3 0	Rs. 3 3 0	Rs. 3 3 0	Rs. 3 3 0	Rs. 3 3 0	Rs. 3 3 0	Rs. 3 3 0	Rs. 3 3 0	Rs. 3 2 0	Rs. 3 2 0	Rs. 3 2 0
4 0 0	„ 4 0 0	„ 4 0 0	„ 4 0 0	„ 4 0 0	„ 4 0 0	„ 4 0 0	„ 4 1 0	„ 4 0 0	„ 4 0 0	„ 4 0 0	„ 4 0 0	„ 4 0 0	„ 4 0 0
8¼	As. 8 to 8¼	As. 8 to 8¼	As. 8 1/4	As. 8 1/4	As. 8 3/8	As. 8¼	As. 8¼	As. 8¼ to 8 3/8	As. 8 3/8	As. 8 1/2 to 8 3/4	As. 8¼ to 8¼	As. 8¼ to 9	As. 8¼ to 8¾
7 3/8	„ 7¼ to 8	„ 7 to 7¼	„ 7 3/8	„ 7 3/8	7¼ to 8	„ 7 3/8 to 8¼	„ 7¼ to 7 3/8	„ 7¼	„ 7¼ to 8	„ 7¼ to 8¼	„ 7¼ to 8	„ 7¼ to 8¼	„ 7¼ to 8
56 0 0	Rs. 56 0 0	Rs. 55 8 0	Rs. 53 8 0	Rs. 53 8 0	Rs. 53 0 0	Rs. 53 4 0	Rs. 54 0 0	Rs. 54 8 0	Rs. 54 8 0	Rs. 53 8 0	Rs. 53 8 0	Rs. 53 0 0	Rs. 53 0 0
47 0 0	„ 46 8 0	„ 46 8 0	„ 46 4 0	„ 45 12 0	„ 46 0 0	„ 46 0 0	„ 46 4 0	„ 46 4 0	„ 46 4 0	„ 45 12 0	„ 45 12 0	„ 45 12 0	„ 45 12 0
34 0 0	„ 34 0 0	„ 34 0 0	„ 34 0	„ 34 0 0	„ 34 0 0	„ 34 0 0	„ 34 0 0	„ 34 0 0	„ 34 0 0	„ 33 8 0	„ 33 8 0	„ 33 8 0	„ 33 8 0
34 0 0	„ 34 0 0	„ 34 0 0	„ 34 0	„ 34 0 0	„ 34 0 0	„ 34 0 0	„ 34 0 0	„ 34 0 0	„ 34 0 0	„ 33 0 0	„ 33 0 0	„ 33 0 0	„ 33 8 0
54 to 55	„ 54 to 55	„ 54 to 55	„ 54 to 55	„ 54 to 55	„ 54 to 55	„ 54 to 55	„ 54 to 55	„ 54 to Rs. 55	„ 54 to 55	„ 52 to 53	„ 52 to 54	„ 52 to 54	„ 52 to 55
9 5 0	„ 9 0 0	„ 9 7 0	„ 9 5 0	„ 9 8 0	„ 10 0 0	„ 10 2 0	„ 9 13 0	„ 10 2 0	Rs. 10 4 0	Rs. 10 4 0	„ 10 8 0	„ 10 2 0	„ 9 13 0
9 3 0	„ 9 0 0	„ 9 2 0	„ 9 0 0	„ 9 0 0	„ 9 4 0	„ 9 6 0	„ 9 6 0	„ 9 10 0	„ 9 10 0	„ 9 8 0	„ 9 6 0	„ 9 6 0	„ 9 6 0
10 8 0	„ 10 8 0	„ 10 8 0	„ 10 8 0	„ 10 8 0	„ 10 8 0	„ 10 8 0	„ 10 8 0	„ 10 8 0	„ 10 8 0	„ 10 8 0	Rs. 10 8 0	Rs. 10 8 0	Rs. 10 8 0
15 12 0 Fwd	„ 15 0 0 Rdy.	„ 15 0 0 Rdy.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
18 0 0 Rdy.	„ 18 0 0 „	„ 18 8 0 „	„ 18 8 0 Rdy.	„ 18 8 0Rdy.	„ 19 0 0 Fwd	„ 18 0 0 Rdy	„ 18 8 0Rdy.	„ 18 8 0 Rdy.	Rs. 18 8 0 Rdy.	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
13 8 0 Rdy.	Rs. 13 8 0 Rdy.	Rs. 13 8 0 Rdy.	„ 13 8 0 „	„ 13 8 0 „	„ 13 8 0 Rdy	„ 13 8 0 „	Rs. 13 8 0Rdy.	„ 13 8 0 „	Rs. 13 8 0 Rdy	„ 13 8 0 Rdy.	„ 13 8 0 Rdy.	„ 13 8 0 Rdy.	„ 13 8 0 Rdy.
12 0 0 „	„ 12 0 0 „	„ 12 4 0 „	„ 12 0 0 „	„ 12 0 0 „	„ 12 0 0 „	„ 12 0 0 „	„ 12 8 0 „	„ 12 4 0 „	„ 12 8 0 „	„ 12 8 0 „	„ 12 12 0 Fwd.	„ 12 8 0 „	.....
12 4 0 „	„ 12 8 0 „	„ 12 8 0 „	„ 12 8 0 „	„ 12 4 0 „	„ 12 8 0 „	„ 12 8 0 „	„ 12 8 0 „	„ 12 8 0 „	„ 12 8 0 „	„ 12 8 0 „	„ 12 8 0 Rdy.	„ 12 8 0 „	„ 12 8 0 „
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	„ 12 12 0 Fwd.	.....
210 Ready.	Rs. 216 Ready.	Rs. 220 Ready.	Rs. 223 Ready.	Rs. 231 Ready.	Rs. 233 Ready.	Rs. 230 Ready.	Rs. 228 Ready.	Rs. 227 Ready.	Rs. 227 Ready.	„ 220 Rdy.	Rs. 225 Ready.	Rs. 226 Ready.	Rs. 226 Ready.
206 „	„ 210 „	„ 214 „	„ 216 „	„ 225 „	„ 226 „	„ 223 „	„ 221 „	„ 220 „	„ 220 „	„ 218 „	„ 218 25 June 02	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	„ 212 15/25 Mar. 03.	„ 216 „	„ 219 „
189 „	„ 196 „	„ 198 „	„ 194 „	„ 199 „	„ 203 „	„ 199 „	„ 197 „	„ 198 „	„ 198 „	„ 198 „	„ 198 Ready.	„ 198 Ready.	„ 200 Ready.
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
173 Ready.	„ 174 „	„ 178 „	„ 178 „	„ 183 „	„ 186 „	„ 184 „	„ 182 Ready.	„ 182 „	„ 184 Rdy.	„ 184 Rdy.	„ 184 „	„ 185 „	„ 186 „
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
182 Ready.	„ 182 „	„ 187 „	„ 190 „	Rs. 195 „	„ 198 „	„ 195 „	„ 193 Ready.	„ 193 „	„ 194 Rdy.	„ 192 Rdy.	„ 196 „	„ 196 „	„ 198 „
177 „	„ 178 „	„ 182 „	„ 184 „	„ 189 „	„ 192 „	„ 189 „	„ 187 „	„ 187 „	„ 188 „	„ 186 „	„ 190 „	„ 190 „	„ 192 „
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
182 Ready.	„ 184 Ready	„ 187 Ready.	„ 187 Ready.	„ 187 Ready.	„ 189 15/25th May.	„ 185 Ready.	„ 181 Ready.	„ 183 Ready.	Rs. 182 Rdy.	„ 181 Rdy.	„ 181 „	Rs. 182 Ready.	.....
157 „	„ 161 „	„ 167 „	„ 167 „	„ 172 „	„ 178 Ready.	„ 175 „	„ 171 „	„ 173 „	.....	„ 178 „	„ 180 Ready.	„ 180 „	„ 182 25th July.
151 „	„ 154 „	„ 161 „	„ 161 „	„ 165 „	„ 171 „	„ 168 „	„ 164 „	„ 167 „	.....	„ 171 „	„ 173 25th June.	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	„ 167 15/25 Jan 03.	„ 173 „	„ 175 „
.....	.....	.....	.....	„ 160 „	„ 166 „	„ 163 „	„ 159 „	„ 162 „	.....	„ 165 „	„ 167 Ready.	„ 167 „	„ 169 Ready.
204 Ready.	„ 205 Rdy.	„ 213 Ready.	„ 215 „	„ 219 „	„ 225 „	„ 225 „	„ 225 15th May.	„ 225 „	„ 223 25th June	„ 221 „	„ 220 „	„ 221 „	„ 222 „
.....	.....	.....	.....	.....	.....	.....	„ 222 25th „	.....	.....	.....	.....	.....	.....
186 Forward	„ 188 „	„ 193 „	„ 192 „	„ 196 „	„ 208 „	„ 198 „	„ 196 Ready.	„ 197 „	„ 196 „	„ 196 „	„ 197 „	„ 200 Ready	„ 202 „
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
0 4 0 Rdy.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
9 8 0 „	„ 9 6 6 Rdy.	„ 9 7 0 Rdy.	„ 9 7 6 Rdy.	„ 9 12 0 Rdy.	„ 9 14 0 Rdy.	„ 10 5 0 Rdy.	Rs. 10 4 0 Rdy.	Rs. 10 5 0 Rdy.	„ 10 5 0 Rdy.	„ 10 5 0 Rdy.	„ 10 5 6 Rdy.	„ 10 6 0 „	„ 10 6 0 „
9 6 6 „	„ 9 4 6 „	„ 9 4 0 „	„ 9 4 6 „	„ 9 9 0 „	„ 9 12 0 „	„ 10 2 0 „	„ 10 2 0 „	„ 10 2 6 „	„ 10 3 0 „	„ 10 3 0 „	„ 10 2 6 „	„ 10 3 0 „	„ 10 4 0 „
7 11 0 „	„ 7 10 0 „	„ 7 9 0 „	„ 7 8 0 „	„ 7 6 0 „	„ 7 8 0 „	„ 7 8 0 „	„ 7 8 0 „	„ 7 9 0 „	„ 7 8 0 „	„ 7 10 0 „	„ 7 8 0 „	„ 7 8 0 „	„ 7 8 0 „
8 10 0 „	„ 6 9 6 „	„ 6 11 6 „	„ 6 10 0 „	„ 6 10 0 „	„ 6 12 0 „	„ 6 11 6 „	„ 6 11 6 „	„ 6 10 6 „	„ 6 10 0 „	„ 6 15 0 „	„ 6 13 6 „	„ 6 13 0 „	„ 6 13 0 „
7 1 0 „	„ 6 13 0 „	„ 6 13 6 „	„ 6 11 6 „	„ 6 11 6 „	„ 7 1 0 „	„ 6 15 0 „	„ 7 0 0 „	„ 6 15 6 „	„ 7 0 0 „	„ 7 3 6 „	„ 7 0 0 „	„ 7 1 0 „	„ 7 1 0 „
9 7 0 „	„ 9 1 0 „	„ 8 15 6 „	„ 8 8 6 „	„ 8 12 0 „	„ 8 12 6 „	„ 8 13 0 „	„ 8 14 6 „	„ 8 14 0 „	„ 8 13 0 „	„ 8 13 6 „	„ 8 13 0 „	„ 8 13 0 „	Rs. 8 14 0 „
9 1 0 „	„ 8 14 6 Rdy.	„ 8 13 6 „	„ 8 12 0 „	„ 8 9 6 „	„ 8 11 6 „	.....	.....	.....	.....	.....	.....	.....	.....
5 11 6 „	„ 5 8 6 „	„ 5 10 0 „	„ 5 8 6 „	„ 5 7 6 „	„ 5 7 6 „	„ 5 10 0 „	„ 6 9 6 „	„ 6 9 6 „	„ 5 9 6 Rdy.	„ 6 7 0 Rdy.	„ 6 7 0 „	„ 5 8 6 „	„ 5 9 6 „
.....	.....	.....	.....	„ 4 7 6 „	.....	„ 4 11 0 „	„ 4 12 0 „	„ 4 12 0 „	„ 4 7 6 „	„ 4 6 0 „	„ 4 5 0 „	„ 4 6 6 „	„ 4 8 6 „
4-7-0 Apl.-M'y	„ 4-4-0Apl.-May	„ 4 4 0 May.	„ 4 4 0 Rdy.	„ 4 5 6 „	„ 4 6 0 „	„ 4 6 0 „	„ 4 7 6 „	„ 4 6 0 „	„ 4 7 6 „	„ 4 7 6 „	Rs. 4 3 0 „	Rs. 4 4 0 „	„ 4 5 0 „
.....	„ 4-11-0 „	„ 4 8 6 „	„ 4 7 0 „	„ 4 8 6 „	„ 4 8 6 „	„ 4 9 0 „	.....	„ 4 12 0 „	„ 4 11 3 „	„ 4 9 9 „	„ 4 10 0 „	„ 4 11 6 „	„ 4 13 0 „
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
12-9 Apl.-M'y	„ 4-11-6Apl.-M'y	„ 4 11 0 „	„ 4 9 0 „	„ 4 8 0 „	„ 4 8 0 „	„ 4 9 0 „	„ 4 8 6 „	„ 4 7 0 „	„ 4 7 0 Rdy	„ 4 6 0 Rdy.	„ 4 6 0 „	„ 4 5 6 „	„ 4 7 0 „
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	„ 4 15 6 „	„ 4 7 6 „	„ 4 10 0 „	„ 4 14 0 „	„ 4 13 6 „	„ 5 5 6 „	„ 5 6 0 „	„ 5 2 0 Rdy	„ 5 5 3 Rdy.	„ 5 5 3 „	„ 5 4 6 „	„ 5 7 0 „
.....	„ 4-6-0Apl.-M'y	„ 4 8 6 „	„ 4 4 6 „	„ 4 5 6 „	„ 4 6 0 „	„ 4 10 6 „	„ 4 8 6 „	„ 4 8 6 „	„ 4 10 0 „	„ 4 7 3 „	„ 4 7 6 „	„ 4 12 6 „	„ 4 8 6 „
1,340	Rs. 1,350	As. 1,350	Rs. 1,350	Rs. 1,315	Rs. 1,315	Rs. 1,300	Rs. 1,280	Rs. 1,300	Rs. 1,290	Rs. 1,305	Rs. 1,290	Rs. 1,310	Rs. 1,315
1,200	„ 1,200	„ 1,200	„ 1,180	„ 1,200	„ 1,200	„ 1,180	„ 1,180	„ 1,175	„ 1,190	.....	„ 1,180	„ 1,280	„ 1,285
eady.)	(Ready.)	(Ready.)	(Ready.)	(Ready.)	(Ready.)	(Ready.)	(Ready.)	(Ready.)	(Ready.)	(Ready.)	(Ready.)	(Ready.)	(Ready.)
s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
15 6	0 13 3	0 13 3	0 13 9	0 13 9	0 13 0	0 12 9	0 13 0	0 13 0	0 12 6	0 12 6	0 12 0	0 10 6	0 9 6
15 6	0 13 3	0 13 3	0 13 9	0 13 9	0 13 0	0 12 9	0 13 0	0 13 0	0 12 6	0 12 6	0 12 0	0 10 6	0 9 6
4 6	1 4 6	1 4 6	1 4 6	1 4 6	1 4 6	1 4 6	1 4 6	1 4 6	1 4 6	1 4 6	1 4 6	1 4 6	1 4 6
13 6	0 13 6	0 13 6	0 13 6	0 13 6	0 13 6	0 13 6	0 14 6	0 14 0	0 13 0	0 13 6	0 11 0	0 11 6	0 9 6
.....	0 16 0	0 16 0	0 17 0	0 16 0	0 16 0	0 16 0	0 16 0	0 16 0	0 15 0	0 15 0	0 15 0	0 14 9	0 14 9
.....	0 15 0	0 15 0	0 16 0	0 15 0	0 15 0	0 15 0	0 15 0	0 15 0	0 15 0	0 15 0	0 14 0	0 14 0	0 14 0
14 6	0 12 9	0 13 0	0 13 6	0 13 6	0 12 6	0 12 6	0 13 0	0 12 9	0 12 0	0 12 0	0 11 0	0 10 0	0 8 6
14 6	0 12 9	0 13 0	0 13 6	0 13 6	0 12 6	0 12 6	0 13 0	0 12 9	0 12 0	0 12 0	0 11 0	0 10 0	0 8 6
15 3	0 13 0	0 13 0	0 14 0	0 13 6	0 12 9	0 12 9	0 13 0	0 13 0	0 12 9	0 12 3	0 11 6	0 11 0	0 9 6
15 3	0 13 0	0 13 0	0 14 0	0 13 6	0 12 9	0 12 9	0 13 0	0 13 0	0 12 9	0 12 3	0 11 6	0 11 0	0 9 6
14 and 18	Rs. 14 and 18	Rs. 14 and 18	Rs. 14 and 18	Rs. 14 and 18	Rs. 14 and 18	Rs. 14 and 18	Rs. 14 and 18	Rs. 14 and 18	Rs. 14 and 18	Rs. 14 and 18	Rs. 14 and 18	Rs. 14 and 18	Rs. 14 and 18
17	„ 17	„ 17	„ 17	„ 17	„ 17	„ 17	„ 17	„ 17	„ 17	„ 17	„ 17	„ 17	„ 17

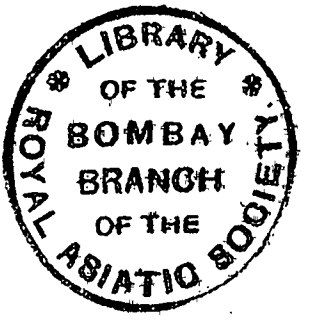
Weekly Current Quotations as Estimated by the Committee of the Chamber of Camerce

QUOTATIONS.	Week ending 4th July.	Week ending 11th July.	Week ending 18th July.	Week ending 25th July.	Week ending 1st August.	Week ending 8th August.	Week ending 15th August.	Week ending 22nd August.	Week ending 29th August.	Week ending 4th September.	Week ending 12th September.	Week ending 19th September.	Week ending 26th September.	We ending 3rdOctober.	We 10t.
EXCHANGE.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	ady.	Rea
On England Bank Bills, Tel. Transfer ...	1s. 3 29/32d.	1s. 3 29/32d.	1s. 3 15/16d.	1s. 3 15/16d.	1s. 3 15/16d.	1s. 3 7/8d.	1s. 3 29/32d.	1s. 3 29/32d.	1s. 3 29/32d.	1s. 3 29/32d.	1s. 3 15/16d.	1s. 3 15/16d.	1s. 3 15/16d.	1s. 5/16d.	1s. 3
„ „ Sight	1s. 3 15/16d.	1s. 3 15/16d.	1s. 3 15/16d.	1s. 3 31/32d.	1s. 3 29/32d.	1s. 3 29/32d.	1s. 4d.	1s. 3 29/32d.	1s. 3 15/16d.	1s. 3 15/16d.	1s. 3 15/16d.	1s. 3 15/16d.	1s. 3 31/32d.	1s. 1/32d.	1s. 3
„ „ ... 3 m'ths' „	1s. 4 1/32d.	1s. 4 1/32d.	1s. 4 1/32d.	1s. 4 1/32d.	1s. 4 1/32d.	1s. 4d.	1s. 4 3/32d.	1s. 4 1/32d.	1s. 4 1/32d.	1s. 4 1/32d.	1s. 4 1/32d.	1s. 4 1/32d.	1s. 4 1/16d.	1s. /16d.	1s. 4
First-class Credits ... „ 3 „ „	1s. 4⅛d.	1s. 4 1/8d.	1s. 4 1/8d.	1s. 4 1/8d.	1s. 4⅛d.	1s. 4 3/32d.	1s. 4 1/8d.	1s. 4 3/32d.	1s. 4 1/8d.	1s. 4 1/8d.	1s. 4 5/32d.	1s. 4 5/32d.	1s. 4 5/32d.	1s. 1/32d.	1s. 4
„ ... ... „ 6 „ „	1s. 4⅛d.	1s. 4 7/32d.	1s. 4 1/4d.	1s. 4 1/4d.	1s. 4 1/4d.	1s. 4 7/32d.	1s. 4 7/32d.	1s. 4 7/32d.	1s. 4 1/4d.	1s. 4 1/4d.	1s. 4 5/32d.	1s. 4 5/32d.	1s. 4 5/32d.	1s. /32d.	1s. 4
Documents ... ... „ 3 „ „	1s. 4 5/32d.	1s. 4 5/32d.	1s. 4 5/32d.	1s. 4 5/32d.	1s. 4 5/32d.	1s. 4 1/8d.	1s. 4 1/8d.	1s. 4 1/8d.	1s. 4 1/4d.	1s. 4 1/4d.	1s. 4 3/16d.	1s. 4 3/16d.	1s. 4 6/16d.	1s. 1/8d.	1s. 4
„ ... ... „ 6 „ „	1s. 4 9/32d.	1s. 4 1/4d.	1s. 4 9/32d.	1s. 4 9/32d.	1s. 4 9/32	1s. 4⅛d.	1s. 4 1/4d.	1s. 4 1/4d.	1s. 4 9/32d.	1s. 4 9/32d.	1s. 4 9/32d.	1s. 4 11/32d.	1s. 4 11/32d.	1s. 1/8d.	1s. 4
Paris Francs Mercantile Bills ... 3 „ „	1·69½	1·69 1/4	1·69½	1·69	1·69	1·69	1·69	1·69½	1·69½	1·69½	1·69½	1·69½	1·69½	1·6	1·69½
On Calcutta Bank Telegraphic Transfer ...	100 1/32	100 to 100 1/32	100	100	100 1/32	100 1/16	100 1/16	100 1/16	100 1/16	100 1/16	100 1/16	100 1/16	100 1/16	10016	100 1
	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Ia. p.	Rs.
On China Mercantile Bills 30 { per 100 Dollars.	H. 128 0 0	130 4 0	129 0 0	129 0 0	129 8 0	128 8 0	129 0 0	129 8 0	129 8 0	129 0 0	128 0 0	128 0 0	127 0 0	1 0 0	12
days' Sight. { „ 100 Taels...	S. 170 0 0	171 0 0	171 0 0	172 0 0	172 8 0	172 0 0	172 0 0	172 8 0	172 0 0	172 0 0	172 0 0	171 8 0	170 0 0	1 0 0	17
„ 100 Yens...	J. 151 0 0	151 0 0	151 0 0	151 0 0	151 0 0	151 8 0	151 8 0	151 8 0	151 8 0	151 8 0	151 0 0	151 0 0	152 0 0	1 0 0	15
English Bar Gold, 100 touch (per tola)... ...	24 2 0	24 2 6	24 2 0	24 2 0	24 2 0	24 2 0	24 2 0	24 2 0	24 1 6	24 2 0	24 1 6	24 1 6	24 1 6	1 6	2
Sovereigns	15 4 6	15 4 0	15 4 0	15 3 6	15 3 6	15 3 6	15 3 6	15 3 6	15 3 6	15 3 6	15 3 6	15 3 3	15 3 6	3 6	1
Bar Silver ... ... {	62 10 0Rdy.	62 11 0 Rdy.	62 11 0 Rdy.	64 0 0 Rdy	62 2 0 Rdy	62 2 0Rdy.	62 0 0 Rdy	61 14 0 Rdy.	61 14 0 Rdy.	61 4 0 Rdy.	61 0 0 Rdy	60 14 0Rdy	60 6 0 Rdy	2 0R3y.	5
{	62 2 0Fwd.	62 9 0 Fwd.	62 3 0 Fwd.	62 8 0Fwd	62 8 0Fwd	62 2 0Fwd.	61 12 0 Fwd	61 12 0 Fwd.	61 14 0 Fwd.	61 4 0 Fwd	61 0 0 Fwd	60 14 0Fwd	60 6 0 Fwd	2 0Fwd.	6
RATES OF DISCOUNT.															
Bank Rate of Discount on Private Bills 60 days' Sight	4 per cent.	4 per cent.	4 per cent.	3 per cent.	3 per cent.	3 per cent.	3 per cent.	3 per cent.	3 per cent.	3 per cent.	3 per cent.	3 per cent.	3 per cent.	3 per cent.	3 per
Bank Rate of Interest on Demand Loans on Government Securities...	4 „	4 „	3 „	3 „	3 „	3 „	3 „	3 „	3 „	3 „	3 „	3 „	3 „	3 „	3
Rate of Interest in the open Market on Government Paper	4 „	3½ „	3 „	3 „	3 „	3 „	3 „	3 „	3 „	3 „	3 „	1½ „	3 „	3 „	3
GOVERNMENT SECURITIES.															
Three-and-a-half per cents.	Rs. 97 15 0	Rs. 97 9 0	Rs. 97 12 0	Rs. 97 12 0	Rs. 97 14 0	Rs. 97 9 0	Rs. 97 7 0	Rs. 97 15 0	Rs. 98 6 0	Rs. 98 6 0	Rs. 98 11 0	Rs. 98 7 0	Rs. 98 8 0	Rs. 98 11 0	Rs. 9
Three per cents.	„ 85 0 0	„ 85 0 0	„ 85 0 0	„ 85 0 0	„ 85 0 0 Nl.	„ 85 0 0Nml.	„ 85 0 0	„ 85 0 0	„ 85 8 0	„ 85 8 0	„ 86 0 0	„ 86 8 0	„ 86 8 0	„ 3 4 0	„ 8
IMPORTS.															
PIECE GOODS—															
7lbs. 33 in. 37½ yds. Grey Shirtings (per piece).	Rs. 3 2 0	Rs. 3 3 0	Rs. 3 2 0	Rs. 3 2 0	Rs. 3 2 0	Rs. 3 2 0	Rs. 3 2 0	Rs. 3 2 0	Rs. 3 2 0	Rs. 3 2 0	Rs. 3 2 0	Rs. 3 2 0	Rs. 3 2 0	Rs. 3 2 0	Rs.
8lbs. 33 in. 37½ to 38 yds. „ „ „	„ 4 0 0	„ 4 0 0	„ 4 0 0	„ 4 0 0	„ 4 0 0	„ 3 15 0	„ 3 15 0	„ 3 15	„ 3 14 0	„ 3 15 0	„ 3 15 0	„ 3 15 0	„ 3 15 0	„ 3 15 0	„
No. 40s Mule Twist (per lb.) ...	As. 8¼ to 9	As. 8¼ to 9	As. 8¼ to 9	As. 8¼ to 8 3/4	As. 8¼	As. 8¼ to 8⅜	As. 8¼ to 8 3/8	As. 8¼ to 8½	As. 8¼ to 8½	As. 8¼ to 9	As. 8¼ to 8½	As. 8¼ to 9	As. 8¼ to 8½	As. 8¼ to 8½	As. 8
No. 80s Water „ „	„ 7¼ to 8	„ 7¼ to 8	„ 7¼ to 8	„ 7¼ to 8	„ 7⅜	„ 7½ to 8	„ 7¼ to 8	„ 7⅜ to 8	„ 7⅜ to 8	„ 7½ to 8	„ 7⅜ to 8	„ 7½ to 8	„ 7½ to 8	„ 7½ to 8	„ 7
Copper Braziers (in bundles) per cwt. ...	Rs. 52 0 0	Rs. 52 4 0	Rs. 52 4 0	Rs. 52 4 0	Rs. 52 4 0	Rs. 52 0 0	Rs. 51 12 0	Rs. 50 12 0	Rs. 51 12 0	Rs. 51 4 0	Rs. 52 8 0	Rs. 52 12 0	Rs. 52 8 0	Rs. 51 12 0	Rs. 5
Yellow Metal „ „	„ 45 0 0	„ 45 0 0	„ 45 0 0	„ 45 4 0	„ 45 0 0	„ 45 0 0	„ 45 0 0	„ 45 0 0	„ 45 0 0	„ 44 8 0	„ 44 12 0	„ 44 12 0	„ 44 0 0	„ 44 0 0	„ 4
Belgian No. 2 Bar Iron (per candy of 746¼ lbs).	„ 33 0 0	„ 33 0 0	„ 32 to 32-8-0	„ 32 8 0	„ 32 8 0	„ 32 8 0	„ 32 0 0	„ 32 8 0	„ 32 8 0	„ 32 8 0	„ 32 8 0	„ 32 8 0	„ 33 0 0	„ 33 0 0	„ 3
Basic Steel „ „ „ ...	„ 33 8 0	„ 33 0 0	„ 33 0 0	„ 32 8 0	„ 32 8 0	„ 32 8 0	„ 32 8 0	„ 32 8 0	„ 32 8 0	„ 32 8 0	„ 32 8 0	„ 32 8 0	„ 33 0 0	„ 33 0 0	„ 3
Swedish Bar Iron „ „ ...	„ 52 to 53	„ 52 to 53	„ 52 to 54	„ 52 to 53	„ 52 to 54	„ 52 to 54	„ 52 to 54	„ 52 to 54	„ 52 to 54	„ 52 to 54	„ 52 to 54	„ 52 to 54	„ 53 to 55	53 to 55	„ 5
Sugar (ordinary Crystals (Best) per cwt. Ex. Godowns.	„ 10 1 0	„ 9 14 0	„ 9 10 0	„ 9 12 0	„ 9 14 0	„ 9 14 0	„ 9 13 0	„ 9 13 0	„ 9 13 0	9-13-0 to 9- 4-0	„ 9 12 0	„ 9 14 0	„ 9 14 0	9-15-0 to 10 0	1
Do. Mauritius Ordinary Grains „ „	„ 9 6 0	„ 9 4 0	„ 9 4 0	„ 9 6 0	„ 9 6 0	„ 9 6 0	„ 9 4 0	„ 9 3 0	„ 9 3 0	„ 9 3 0	8-10 to Rs. 8-12	8-12-0 to8-14	8-10-0	8-12-0 to8-14	„
Do. China Beat Soft White „ „	„ 10 8 0	„ 10 8 0	„ 10 4 0	„ 10 4 0	„ 9 14 0	„ 9 14 0	„ 9 13 0	„ 10 2 0	„ 9 13 0	„ 10 2 0	„ 10 0	„ 9 14 0	„ 9 14 0	9 14 0	1
Davison's West Hartley Coal (per ton) alongside	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	17 8 0Fwd.	
Cardiff Coal „ „ ...	.....	.....	.....	.....	„ 21 0 0 Fwd	.....	.....	.....	.....	.....	.....	.....	.....	19e 0 0 Rdy.	„ 1
Japan Coal „ „ ...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
Desharghur Coal (Bengal) „ „ ...	„ 13 8 0 Rdy.	„ 13 4 0 Rdy.	„ 13 0 0 Rdy.	Rs. 13 0 0 Rdy.	„ 13 0 0 Rdy.	„ 13 0 0 Rdy.	„ 13 0 0 Rdy.	Rs. 13 0 0 Rdy.	„ 13 0 0 Rdy.	Rs. 12 14 0 Rdy.	„ 12 14 0 Rdy.	„ 12 14 0 Rdy.	„ 12 14 0 Rdy.	12 14 0 Rdy.	„ 1
Muir's Navigation „ „ ...	„ 12 4 0 „	„ 12 0 0 „	„ 12 0 0 „	„ 12 0 0 „	„ 12 4 0 „	„ 12 0 0 „	„ 12 0 0 „	„ 12 0 0 „	„ 12 0 0 „	„ 12 0 0 „	„ 11 12 0 „	„ 12 0 0 „	„ 11 8 0 „	12 14 0 Rdy.	„ 1
Jardine's „ „ ...	„ 12 8 0 „	„ 12 4 0 „	„ 12 4 0 „	12 0 0 Rdy.	„ 12 4 0 „	„ 12 4 0 „	„ 12 4 0 „	„ 12 4 0 „	„ 12 4 0 „	„ 12 6 0 „	„ 12 4 0 „	„ 12 4 0 „	„ 12 4 0 „	12 14 0 Rdy.	„ 1
Seepore „ „ ...	„ 12 8 0Fwd	„ 13 0 0Fwd.	„ 13 0 0 „	.....	„ 13 0 0 „	„ 13 0 0 „	.....	„ 12 12 0Fwd.	.....	.....	.....	.....	„ 13 0 0 „	.....	
Singarini „ Rail Dly.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
EXPORTS.															
COTTON (Full-pressed; per candy of 784 lbs.)—															
Broach ... ... Fine ...	Rs. 226 Ready.	Rs. 226 Ready.	Rs. 226 Ready.	Rs. 226 Ready.	Rs. 225 Ready.	Rs. 226 Ready.	.....	.....	.....	Rs. 208 Mar.-Apl.	Rs. 209 Mar.-Apl.	Rs. 203 Mar.-Apl.	Rs. 205 March-Apl	Rs. 2
Do. ... ... Good...	„ 219 „	„ 219 „	„ 219 „	„ 219 „	„ 217 „	„ 216 „	Rs. 216 Ready.	Rs. 215 Ready.	Rs. 215Ready.	212 Ready.	209 Ready.	205 Ready. Nl.,	208 Ready. Nl.	„ 2
Oomrawuttee, Good Staple ... ... F. G....	„ 200 „	„ 200 „	„ 200 „	„ 200 „	„ 200 „	„ 200 „	„ 200 „	„ 200 „	„ 200 Nl.	„ 200 Rdy. Nl.	„ 197 Rdy. Nl	„ 195 „	„ 191 „ Nl.,	„ 190 „	„ 1
„ „ ... ... Good....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
Khandeish ... ... F. G....	„ 187 Ready.	„ 188 „	„ 188 „	„ 187 „	Rs. 186 Ready.	„ 186 „	„ 187 „	„ 187 „	„ 186 „	Rdy.	„ 184 Ready.	„ 182 „	„ 177 „	„ 175 „	„
„ „ ... ... Good....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
Belatee ... ... Fine ...	„ 200 „	„ 201 „	„ 201 „	Rs. 199 Ready.	„ 198 Ready.	„ 198 „	„ 196 „	„ 198 „	„ 197 „	Rs. 197 Rdy.	„ 193 Ready.	„ 190 „	„ 190 „	„ 178 „	„
„ „ ... ... F. G....	„ 194 „	„ 195 „	„ 195 „	„ 194 „	„ 193 „	„ 193 „	„ 195 „	„ 193e „	„ 192 „	„ 192 „	„ 188 „	„ 184 „	„ 174 „	„ 173 „	„
Bhowaugger ... ... Fine ...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
„ „ ... ... F. G....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
„ „ ... ... Good....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	18015/25th May	„ 17515/25th May	„ 17
Bengals ... ... Fine ...	„ 184 Ready.	„ 182 „	„ 181 „	Rs. 181 Ready.	„ 180 Ready.	„ 180 „	„ 182 „	Rs. 182 Ready.	„ 180 „	Rs. 180 Rdy.	„ 176 Ready.	„ 176 Ready.	„ 175 Ready.	„ 173 Ready	„ 1
„ „ ... ... F. G....	„ 177 „	„ 175 „	„ 174 „	„ 175 „	„ 174 „	„ 174 „	„ 175 „	„ 176 „	„ 175 „	„ 175 „	„ 172 „	„ 172 „	„ 170 „	„ 168 „	„
„ „ ... ... Good....	„ 171 „	„ 169 „	„ 168 „	„ 169 „	„ 168 „	„ 168 „	„ 170 „	„ 171 „	„ 170 „	„ 170 „	„ 167 „	„ 167 „	„ 165 „	„ 163 „	„
Dharwar (S. G.) ... ... Good....	„ 224 „	„ 225 „	„ 223 „	„ 222 Ready.	„ 220 „	„ 221 „	„ 222 „	„ 222 „	„ 220 „	„ 220 „	„ 218 „	„ 209 „	„ 209 „	„ 205 „ Nl.	„ 2
Westerns ... ... Good....	„ 202 „	„ 204 „	„ 201 „	„ 200 „ „	„ 200 „	„ 201 „	„ 202 „	„ 202 „	„ 201 „	„ 203 „	„ 200 „	„ 200 „	„ 196 „	„ 194 „	„
Gingellyseed, White ... ... (per cwt.) ...	.....	.....	9-0-6 Nov.-Dec.	„ 813-6 Dec.-Jan.	„ 8-13-0 Dec.-Jan.	„ 8-15-0 Dec.-Jn.	„ 8-15-0 Dec.Jan	Rs. 8-14-6 Dec.Jan.	„ 8-11-0 Dec-Jan	„ 8-11-0 Dec.Jan	„ 8-10-0 Dec.Jan.	„ 8-10-0 Dec.Jan.	„ 8-8-0 Dec.-Ja	„ 8-6-6 Dec.Jan.	
Mixed 5 per cent. „	.....	.....	„ 8-10-6	„ 8-7-0	.....	„ 8-8-6 „	„ 8 8 6 „	„ 8 9 0 „	„ 8-4-9	„ 8 4 0 „	„ 8 1 6 „	„ 7 15 0 „	„ 7 13 6 „	„ 7-15-0 „	
Linseed, Bold ... ... „	„ 10 4 0 Rdy.	„ 10 0 0 Rdy.	„ 9 4 0 Rdy.	„ 9 11 0 Rdy.	„ 9 14 0 Rdy.	„ 10-2-0 Rdy.	„ 10 2 0 Rdy.	„ 10 2 0 Rdy.	„ 10 1 0 Rdy.	„ 9 15 0 Rdy.	„ 9 13 0 Rdy.	„ 9 10 0 Rdy.	„ 9 9 0 Rdy.	„ 9 4 0 Rdy.	
„ Small Seed ... ... „	„ 10 1 0 „	„ 9 13 0 „	„ 9 1 0 „	„ 9 8 0 „	„ 9 10 0 „	„ 9-12-0 „	„ 9 10 0 „	„ 9 10 0 „	„ 9 8 0 „	„ 9 8 0 „	„ 9 7 0 „	„ 9 4 0 „	„ 9 2 0 „	„ 8 13 0 „	
Rapeseed, Guzerat Yellow ... „	„ 7 8 0 „	„ 7 7 0 „	„ 7 5 0 „	„ 7 6 0 „	„ 7 4 0 „	„ 7-5-0 „	„ 7 4 0 „	„ 7 3 0 „	„ 7 5 0 „	„ 7 5 0 „	6-10-0Apl.-May	„ 6-10-0Apl.-May	„ 6 6 0 „	„ 6-8-6Apl.-May	
„ Brown Delhi ... ... „	„ 6 13 0 „	„ 6 12 6 „	„ 6 11 0 „	„ 6 11 0 „	.....	6-12-0Apl-May	.....	„ 6 8 0 „	„ 6 9 0 „	„ 6 9 0 „	„ 6 4 6 „	6-2-6 Apl-May	.....	„ 6 1 0 „	
„ Yellow Cawnpore ... „	„ 7 1 0 „	„ 7 1 0 „	„ 6 15 0 „	„ 6 14 0 „	„ 6 13 0 Rdy.	„ 6 14 0 Rdy.	„ 6 15 0 „	„ 6 14 0 „	„ 6 15 0 „	„ 6 14 6 „	„ 6 13 0 Rdy.	„ 6 9 0 Rdy.	„ 6 9 0 Rdy.	.....	
Poppyseed ... ... „	„ 8 13 0 „	„ 8 12 6 „	„ 8 10 0 „	„ 8 11 0 „	„ 8 11 6 „	„ 8 12 6 „	„ 8 13 0 „	„ 8 13 0 „	„ 8 12 6 „	„ 8 12 0 „	„ 8 11 0 „	„ 8 10 0 „	„ 8 8 6	„ 8 5 0 Ready	
Groundnuts ... ... „	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	7-2-6 Jan.-Feb.	
Castorseed, Ordinary Quality F. A. „	„ 5 8 6 „	„ 5 8 0 „	„ 5 7 0 „	„ 5 6 6 „	„ 5 6 6 Rdy.	„ 5 6 6 „	„ 5 8 0 „	„ 5 5 0 „	„ 5 4 0 „	Rs. 5 2 6 Rdy.	„ 5 2 0 „	„ 4 13 6 Rdy.	„ 4 13 6 Rd	„ 4 11 0 Rdy.	
Wheat, White Pessy 86 per cent. „	„ 4 12 0 „	„ 4 6 0 „	„ 4 8 0 „	„ 4 11 0 „	„ 4 4 0 „	„ 4 6 0 „	„ 4 6 0 „	„ 4 4 9 „	„ 4 6 0 „	„ 4 6 0 „	„ 4 5 0 „	„ 4 5 0 „	„ 4 5 0 „	„ 4 5 0 „	
„ Jabalpur Pessy ... „	„ 4 5 0 „	„ 4 5 0 „	„ 4 5 0 „	„ 4 5 0 „	„ 4 2 6 „	„ 4 5 0 „	„ 4 4 6 „	„ 4 4 0 „	„ 4 5 0 „	.....	.....	.....	„ 4 3 6 „	„ 4-2-6 Mar.-Apl.	
„ Ahmedabad (Soft Red) „	Rs. 4 10 0 „	Rs. 4 10 0 „	„ 4 10 0 „	„ 4 10 0 „	„ 4 9 6 „	.....	.....	.....	.....	.....	.....	.....	.....	.....	
Hard Yellow 63 per cent. „	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
Delhi, No. 1, White Pessy „	Rs. 4 7 0 „	Rs. 4 7 0 „	Rs. 4 6 0 „	Rs. 4 6 6 „	Rs. 4 5 0 Rdy.	Rs. 4 4 6 „	Rs. 4 6 6 „	Rs. 4 6 6 „	Rs. 4 5 6 „	Rs. 4 5 0 „	Rs. 4 4 0 „	Rs. 4 4 0 „	Rs. 4 4 6	Rs. 4 4 0 „	Rs.
„ Red ... ... „	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
Hard Khatha 75 per cent. „	„ 5 4 6 „	„ 5 4 6 „	„ 5 4 6 „	„ 5 4 6 „	„ 4 6 6 Rdy.	.....	.....	.....	„ 5 1 6 „	.....	.....	.....	.....	.....	
Nagpore Khatlai ... ... „	„ 4 10 0 „	„ 4 10 0 „	„ 4 10 0 „	„ 4 10 6 „	.....	.....	.....	.....	„ 4 7 6 „	.....	.....	.....	.....	.....	
um (Malwa) per chest, Old	Rs. 1,310	Rs. 1,310	Rs. 1,350	Rs. 1,350	„ 1,340	Rs. 1,325	Rs. 1,335	Rs. 1,330	Rs. 1,325	Rs. 1,323	Rs. 1,325	Rs. 1,325	Rs. 1335	Rs. 1,335	Rs.
„ „ New	„ 1,275	„ 1,275	„ 1,290	„ 1,290	„ 1,275	„ 1,275	„ 1,250	„ 1,250	„ 1,260	„ 1,250	1,250	„ 1,250	„ 1,240	„ 1,240	„
FREIGHTS.	(Ready.)	(Ready.)	(Ready.)	(Ready.)	(Ready.)	(Ready.)	(Ready.)	(Ready.)	(Ready.)	(Ready.)	(Ready.)	(Ready.)	(Ready.)	(Ready.)	(R
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£
Liverpool—Cotton (per ton of 40 feet)...	0 9 0	0 8 6	0 10 0	0 10 0	0 10 0	0 10 0	0 10 0	0 10 0	0 10 0	0 10 0	0 10 0	0 10 0	0 13 6	0
„ Seeds and Wheat	0 9 6	0 8 6	0 10 0	0 10 0	0 10 0	0 10 0	0 10 0	0 10 0	0 10 0	0 10 0	0 10 0	0 10 0	0 13 0	0
London—Measurement cargo (P. & O.)...	1 0 0	1 0 0	1 0 0	1 0 0	1 0 0	1 0 0	1 0 0	1 0 0	1 0 0	0 17 6	0 17 6	0 17 6	1 0 0	1
„ Seeds and Wheat „ ...	0 11 6	0 10 0	0 10 6	0 11 6	0 11 0	0 10 6	0 12 0	0 14 0	0 11 0	0 10 6	0 10 6 to 0-13-6	0 11 0	0 13 6	0
Trieste & Venice—Measurement cargo ...	0 14 0	0 14 0	0 13 0	0 13 0	0 15 0	0 13 0	0 13 0	0 14 0	0 11 0	0 12 0	0 12 0	0 11 6	0 12 0	0
„ Seeds and Wheat	0 14 0	0 14 0	0 12 0	0 12 0	0 14 0	0 13 0	0 13 0	.....	.....	0 12 0	0 12 0	0 12 0	0 12 0	0
Marseilles—Measurement cargo	0 8 0	0 8 0	0 9 0	0 9 0	0 9 0	0 9 0	0 8 6	0 9 0	0 9 6	0 9 0	0 9 0	0 9 0	0 9 0	0
„ Seeds and Wheat	0 8 0	0 8 6	0 9 0	0 9 0	0 9 0	0 9 0	0 8 6	0 9 6	0 9 6	0 9 0	0 9 0	0 9 0	0 9 0	0
Genoa—Measurement cargo	0 8 0	.....	.....	.....	0 11 0	0 9 0	0 10 6	.....	.....	0 8 5	0 9 0	0 9 0	0 9 0	0
„ Seeds and Wheat	0 8 0	.....	.....	.....	0 10 0 to 0-10-6	0 9 0	0 10 0	.....	.....	0 8 6	.....	.....	0 11 0	0
China Steamer (P. & O.)	Rs. 14 and Rs. 18	Rs. 14 and Rs. 18	Rs. 14 and Rs. 18	Rs. 14 and Rs. 18	Rs. 14 and Rs. 18	Rs. 14 and Rs. 18	Rs. 14 and Rs. 18	Rs. 14 and Rs. 18	Rs. 14 and Rs. 18	Rs. 14 and Rs. 18	Rs. 14 and Rs. 18	Rs. 14 and Rs. 18	Rs. 14 and Rs. 18	Rs. 14 and Rs. 18	Rs
Japan „ „	„ 17	„ 17	„ 17	„ 17	„ 17	„ 17	„ 17	„ 17	„ 17	„ 17	„ 17	„ 17	„ 17	„ 17	

H. Hongkong. S. Shanghai. J. Japan.

k ending October.	Week ending 17th October.	Week ending 24th October.	Week ending 30th October.	Week ending 7th November.	Week ending 14th November.	Week ending 21st November.	Week ending 28th November.	Week ending 5th December.	Week ending 12th December.	Week ending 19th December.	Week ending 23rd December.	Week ending 30th December.
dy. 15/16d. 31/32d. 1/16d. 3/32d. 5/16d. 3/16d. 11/32d. /16 a. p. 8 0 0 0 1 6 3 6 10 0 Rdy 10 0 Fwd	Ready. 1s. 3 15/16d. 1s. 3 31/32d. 1s. 4 1/16d. 1s. 4 5/32d. 1s. 4 5/16d. 1s. 4 3/16d. 1s. 4 11/32d. 1·69¼ 100 1/16 Rs. a. p. 125 0 0 169 0 0 152 0 0 24 1 6 15 3 6 59 6 0 Rdy. 59 6 0 Fwd.	Ready. 1s. 3 15/16d. 1s. 3 31/32d. 1s. 4 1/16d. 1s. 4 5/32d. 1s. 4 5/16d. 1s. 4 3/16d. 1s. 4 11/32d. 1·69¼ 100 1/32 Rs. a. p. 124 8 0 169 0 0 152 0 0 24 1 6 15 3 6 59 6 0 Rdy. 59 6 0 Fwd.	Ready. 1s. 3 15/16d. 1s. 3 31/32d. 1s. 4 1/16d. 1s. 4 5/32d. 1s. 4 5/16d. 1s. 4 3/16d. 1s. 4 11/32d. 1·69¼ 100 1/32 Rs. a. p. 125 0 0 169 0 0 152 0 0 24 1 6 15 3 6 59 10 0 Rdy 59 10 0 Fwd	Ready. 1s. 3 31/32d. 1s. 3 31/32d. 1s. 4 3/16d. 1s. 4 7/32d. 1s. 4 11/32d. 1·69¼ 100 1/16 Rs. a. p. 123 8 0 167 0 0 152 8 0 24 1 6 15 3 6 59 0 0 Rdy 58 10 0 Fwd	Ready. 1s. 3 31/32d. 1s. 4d. ..... 1s. 4 7/32d. 1s. 4 11/32d. 1s. 4¼d. 1s. 4 3/8d. 1·69¾ 100 1/16 Rs. a. p. 122 0 0 166 0 0 152 8 0 24 1 6 15 3 6 58 0 0 Rdy 57 15 0 Fwd	Ready. 1s. 4d. 1s. 4 1/32d. 1s. 4 1/8d. 1s. 4 1/4d. 1s. 4 3/8d. 1s. 4 9/32d. 1s. 4 13/32d. 1·70 100 1/16 Rs. a. p. 118 0 0 164 0 0 153 0 0 24 1 0 15 3 0 57 8 0Rdy. 57 4 0Fwd	Ready. 1s. 4 1/32d. 1s. 4 1/32d. 1s. 4 1/8d. 1s. 4¼d. 1s. 4 13/32d. 1s. 4 9/32d. 1s. 4 7/16d. 1·70½ 100 1/32 Rs. a. p. 114 0 0 160 0 0 153 0 0 24 0 0 15 3 0 54 8 0Rdy. 54 4 0Fwd.	Ready. 1s. 4d. 1s. 4 1/32d. 1s. 4¼d. 1s. 4 13/32d. 1s. 4 9/32d. 1s. 4 7/16d. 1·70½ 100 1/32 Rs. a. p. 115 0 0 160 0 0 153 0 0 24 0 6 15 3 0 55 4 0Rdy. 55 4 0Fwd	Ready. 1s. 4d. 1s. 4 1/32d. 1s. 4 1/8d. 1s. 4 1/4d. 1s. 4 13/32d. 1s. 4 9/32d. 1s. 4 7/16d. 1·70½ 100 1/32 Rs. a. p. 116 0 0 160 0 0 153 0 0 24 0 6 15 3 0 55 12 0 Rdy 55 12 0 Fwd	Ready. 1s. 4d. 1s. 4 1/32d. 1s. 4 1/8d. 1s. 4 1/4d. 1s. 4 3/8d. 1s. 4 13/32d. 1s. 4 9/32d. 1s. 4 7/16d. 1·70 100 1/32 Rs. a. p. 116 0 0 160 0 0 153 0 0 24 0 6 15 2 6 56 8 0 Rdy 56 12 0Fwd	Ready. 1s. 4d. 1s. 4 1/32d. 1s. 4¾d. 1s. 4 9/32d. 1s. 4 13/32d. 1s. 4 9/32d. 1s. 4 7/16d. 1·70½ 100 1/32 Rs. a. p. 118 8 0 163 8 0 152 8 0 24 0 6 15 2 6 57 2 0Rdy. 57 4 0Fwd.	Ready. 1s. 4 1/32d. 1s. 4 1/32d. 1s. 4 1/8d. 1s. 4 9/32d. 1s. 4 13/32d. 1s. 4 5/16d. 1s. 4 7/16d. 1·70½ 100 1/32 Rs. a. p. 117 8 0 162 8 0 153 0 0 24 0 6 15 2 6 56 10 0 Rdy. 56 12 0 Fwd.
cent.	4 per cent. 3 „ 2 „	4 per cent. 3 „ 2 „	4 per cent. 3 „ 2 „	5 per cent. 4 „ 2 „	5 per cent. 4 „ 2 „	5 per cent. 4 „ 3 „	5 per cent. 4 „ 3 „	5 per cent. 4 „ 3 „	6 per cent. 4 „ 3 „	6 per cent. 4 „ 2 „	6 per cent. 4 „ 1¼ „	7 per cent. 5 „ 3 „
3 13 0 5 4 0	Rs. 98 13 0 „ 86 4 0	Rs. 98 15 0 „ 86 4 0	Rs. 98 9 0 „ 86 4 0	Rs. 98 0 0 „ 86 0 0	Rs. 97 10 0 „ 86 0 0	Rs. 97 8 0 „ 85 8 0	Rs. 97 0 0 „ 85 8 0	Rs. 97 6 0 „ 85 8 0	Rs. 97 8 0 „ 85 8 0	Rs. 97 7 0 „ 85 0 0	Rs. 97 4 0 „ 85 0 0	Rs. 97 4 0 „ 85 0 0
3 2 0 3 15 0 to 8 12 0 4 8 0 3 to 3¼ 3 to 3¼ 7 0 0 0-1-0to10-2-0 2-0 to 9-4-0 9-14-0 ..... 4 0 Fwd. ..... 14 0 Rdy. 12 0 Fwd. 0 0 „	Rs. 3 2 0 „ 3 15 0 As. 8¼ to 8¾ „ 7½ to 8 Rs. 51 4 0 „ 43 12 0 „ 35 8 0 „ 33 8 0 „ 53 to 54 „ 10 2-0 to 10-3-0 „ 9-2-0 to 9-4-0 „ 9 14 0 ..... „ 19 0 0 Fwd. ..... „ 12 14 0 Rdy. „ 12 0 0 „ „ 12 0 0 „	Rs. 3 2 0 „ 4 0 0 As. 8¼ to 8¾ „ 7½ to 8 Rs. 51 0 0 „ 43 8 0 „ 33 8 0 „ 33 8 0 „ 54 to 55 „ 10 2 0 „ 9 6 0 „ 9 14 0 ..... „ 19 0 0 Fwd. ..... „ 12 12 0 Rdy. „ 11 12 0 Fwd. „ 12 0 0 „ „ 12 4 0 Fwd.	Rs. 3 2 0 „ 3 15 0 As. 8¼ to 8¾ „ 7½ to 8 Rs. 51 0 0 „ 43 4 0 „ 33 4 0 „ 33 4 0 „ 54 to 56 Rs. 10 4 0 „ 9 10 0 „ 9 14 0 ..... 18 8 0 Fwd. ..... Rs. 12 12 0 Rdy. „ 12 0 0 „ „ 12 0 0 „	Rs. 3 2 0 „ 3 15 0 As. 8¼ to 8¾ „ 7½ to 8 Rs. 51 0 0 „ 43 4 0 „ 33 4 0 „ 33 4 0 „ 54 to 55 Rs. 10 10 0 „ 9 12 0 „ 11 0 0 ..... Rs. 19 0 0 Fwd ..... Rs. 12 12 0 Rdy. „ 11 12 0 Fwd „ 11 8 0 Rdy. „ 11 12 0 „	Rs. 3 2 0 „ 3 15 0 As. 8¼ to 8¾ „ 7½ to 8 Rs. 51 8 0 „ 42 12 0 „ 33 0 0 „ 33 0 0 „ 53 to 55 „ 10-4-0 to 10-10 „ 9-6-0 to 9-10 „ 11 4 0 ..... „ 18 0 0 Fwd ..... „ 12 12 0 Rdy. „ 11 8 0 Fwd. „ 11 12 0 Rdy. „ 11 12 0 Fwd.	Rs. 3 2 0 „ 3 15 0 As. 8¼ to 8¾ „ 7½ to 8 Rs. 51 4 0 „ 42 12 0 „ 33 0 0 „ 33 0 0 „ 54 to 56 „ 10 8 0 „ 9 12 0 „ 11 12 0 ..... „ 19 0 0 Fwd ..... „ 12 12 0 Rdy. „ 11 4 0 Fwd „ 11 4 0 Rdy.	Rs. 3 2 0 „ 4 0 0 As. 8¼ to 8¾ „ 7½ to 8 Rs. 50 8 0 „ 41 0 0 „ 33 0 0 „ 33 0 0 „ 54 to 55 „ 10 8 0 „ 9 10 0 „ 11 12 0 ..... „ 18 0 0 Fwd. ..... „ 12 12 0 Rdy. „ 11 4 0 Fwd. „ 11 8 0 Rdy. „ 12 0 0 „	Rs. 3 2 0 „ 3 15 0 As. 8¼ to 8¾ „ 7½ to 8 Rs. 51 12 0 „ 41 12 0 „ 33 0 0 „ 33 0 0 „ 54 to 55 „ 10 6 0 „ 9 8 0 „ 11 12 0 ..... „ 17 8 0 Fwd ..... „ 12 10 0 Rdy. „ 11 8 0 „ „ 11 4 0Fwd.	Rs. 3 2 0 „ 3 15 0 As. 8¼ to 8¾ „ 7½ to 8 Rs. 53 0 0 „ 42 0 0 „ 33 0 0 „ 33 0 0 „ 54 to Rs. 56 „ 10 6 0 „ 9-8-0 to 9-10-0 „ 11 12 0 ..... „ 17 0 0 Fwd. ..... „ 12 8 0 Rdy. ..... „ 11 12 0 Rdy. „ 12 0 0 „ „ 11 4 0 Fwd	Rs. 3 2 0 „ 4 0 0 As. 8¼ to 8 5/8 „ 7½ to 8 Rs. 52 12 0 „ 42 4 0 „ 33 0 0 „ 33 0 0 „ 54 to Rs. 56 „ 10 6 0 „ 9 8 0 „ 11 12 0 ..... „ 15 2 0 Fwd. ..... „ 17 0 0 Rdy. ..... „ 12 8 0 „ ..... „ 12 100 „ „ 11 8 0Fwd.	Rs. 3 2 0 „ 3 15 0 As. 8¼ to 8 3/4 „ 7½ to 8 Rs. 53 12 0 „ 43 4 0 „ 33 0 0 „ 33 0 0 „ 54 to 56 „ 10 5 0 „ 9 8 0 „ 11 0 0 „ 15 2 0 Fwd. „ 18 0 0 Rdy. ..... „ 12 12 0 Rdy. „ 10 12 0 Fwd. „ 11 0 0 Rdy. „ 10 4 0 „ ....
05 Mar.-Apl. 03 Rdy. Nl. 87 Rdy. Nl. 75 „ 77 „ 72 „ ..... 115/25th May. 72 Ready. 67 „ 62 „ 05 „ Nl. 95 „ 4-6 Dec.-Jan 11 0 „ 4 0 Rdy. 14 0 „ 5-0 Apl.-May 1-0 „ 15-0 Rdy. 5 0 „ 2-6 Jan.-Feb. 10-6 Rdy. 1-6 „ 4 6 „ ..... 4 0 „ .... 1,325 1,225 ady.) s. d. 3 6 3 6 1 6 14 0 13 0 13 0 12 0 12 0 12 0 12 0 14 and Rs. 18	Rs. 203, Mar.-Apl. „203Rdy Nominal. „ 187 Ready. ..... „ 170 Ready ..... „ 176 „ „ 171 „ ..... „ 169 15/25th May „ 170 Ready „ 165 „ „ 160 „ „ 200 „Nominal. „ 195 Rdy. „ 8-4-0 Dec.-Jan. „ 7-10-6 „ „ 9 4 0 Rdy. „ 8 15 0 „ „ 6 4 0 „ „ 6-3-0 Apl.-May „ 5 11 0 Rdy. „ 8 4 6 „ „ 7-3-0 Jan.-Feb. „ 4 14 0 Rdy. „ 4 5 0 „ „ 4 5 0 „ .... Rs. 4 4 0 Rdy. .... Rs. 1,325 „ 1,225 (Ready.) £ s. d. 0 14 0 0 14 0 1 1 1 0 14 0 .... Rs. 14 and Rs. 18 „ 17	Rs. 203, Mar.-Apl. „ 202, Rdy. Nom. „ 186 „ ..... „ 170 Ready ..... „ 176 „ „ 171 „ ..... „ 169 15/25th May „ 168 Ready „ 163 „ „ 158 „ „ 195 „ Nml. „ 195 „ „ 8-2-6 Dec.-Jan. „ 7 9 6 „ „ 9 2 0 Rdy. „ 8 12 0 „ „ 6-7-0 Apl.-May. „ 6 3 0 „ „ 6-3-0 Apl.-May „ 6 3 0 Rdy. „ 8 3 0 „ „ 7-2-6 Jan.-Feb. „ 4 15 0 Rdy. „ 4 2 6 „ „ 4 2 6 „ .... Rs. 4 4 0 „ .... Rs. 1,325 „ 1,225 (Ready.) £ s. d. 0 14 0 0 14 0 1 1 6 0 14 6 0 14 0 .... 0 13 0 0 13 0 0 13 0 0 13 0 Rs. 14 and Rs. 18 „ 17	Rs. 205, Mar. April „ 202, Rdy. Nml. „ 186 „ „ „ ..... Rs 169 Rdy. ..... Rs. 176 Rdy. „ 171 „ ..... Rs. 16/15/25th May „ 168 Rdy. „ 163 „ „ 158 „ „ 195 „ Nml. „ 195 „ „ 8-1-0 Dec.-Jan. „ 7 7 6 „ „ 8 14 0 Rdy. „ 8 9 0 „ „ 6 4 0 „ „ 6-1-0 Apl.-May ..... „ 7 15 0 Rdy. „ 7-2-6 Jan.-Feb. „ 4 14 0 Rdy. „ 4 3 6 „ „ 4 3 6 „ .... Rs. 4 5 0 Rdy. .... Rs. 1,325 „ 1,250 (Ready.) £ s. d. 0 13 6 0 13 6 1 1 6 0 14 6 .... 0 13 0 0 13 0 0 13 0 0 13 0 Rs. 14 and Rs. 18 „ 17	Rs. 201, Mar. April „ 200, Rdy. Nml „ 186 „ „ „ ..... Rs. 167 „ „ „ ..... Rs. 176 „ „ 171 „ ..... Rs. 16/15/25th May „ 166 Rdy. „ 161 „ „ 156 „ „ 195 „ Nl. „ 194 „ „ 7-15-6 Dec. Jan. „ 7 7 6 „ „ 8 0 0 Rdy „ 7 10 0 „ „ 6 0 0 „ „ 6-0-0 Apl.-May ..... „ 7 13 6 Rdy. „ 7-2-0 Jan Feb. „ 4 13 6 „ „ 4 3 6 „ „ 4 2 6 „ „ 4-1-0 Apl. May ..... Rs. 4 5 0 Rdy. .... Rs. 1,325 „ 1,250 (Ready.) £ s. d. 0 13 0 0 13 0 1 2 6 0 13 0 .... 0 12 6 0 12 6 0 13 0 0 13 0 Rs. 14 and Rs. 18 „ 17	Rs. 198, Feb-Mar. Rs. 192 15th to 25th Mar. „ 186, Rdy. Nml. ..... „ 165 Rdy. Nml. ..... „ 176 Ready. „ 171 „ ..... „ 166 Ready. „ 161 „ „ 156 „ „ 195 Rdy. Nml. „ 192 „ „ ..... „ 7-14-0 Dec. Jan. „ 7 8 0 „ „ 8 0 0 Rdy. „ 7 10 0 „ „ 6 3 0 „ „ 6-0-0 Apl.-May ..... „ 8 1 0 Rdy. „ 7-4-0 Jan.-Feb. „ 4 15 0 Rdy. „ 4 3 6 Rdy. „ 4 2 0 „ .... Rs. 4 5 0 Ready .... Rs. 1,325 „ 1,250 (Ready.) £ s. d. .... 1 1 0 0 13 0 .... 0 13 0 0 13 0 0 13 0 0 13 0 Rs. 14 and Rs. 18 „ 17	Rs. 196, Feb-Mar. „ 190, 15th to 25th Mar. „ 180 Rdy. Nml. ..... „ 180, 25th Dec. „ 175 „ „ 165 „ „ 159 „ „ 178 „ „ 170 „ .... „ 165, 25th Dec. „ 164 Rdy. Nml. „ 181, Apl.-May „ 7-14-6 Dec Jan. „ 7-8-0 „ „ 8 3 0 Rdy. „ 7 11 0 „ „ 6 2 0 „ „ 6-0-0 Apl.May ..... „ 8 1 9 Rdy. „ 7-2-0 Jan.-Feb. „ 4 15 0 Rdy. „ 4 4 6 „ ..... „ 4-1-6 Apl.-May. .... Rs. 1,315 „ 1,235 (Ready.) £ s. d. .... 1 1 0 0 13 3 .... Rs. 14 and Rs. 18 „ 17	Rs. 197 Feb.-Mar. „ 19015/25th Mar. „ 180, 25th Dec. „ 175 „ „ 165 „ „ 159 „ „ 178 „ „ 172 „ .... „ 165, 25th Dec. „ 157, do. ..... „ 190, Apl. May. ..... „ 181, Apl.-May „ 180, „ „ 7-8-0 „ „ 8 0 0 Rdy. „ 7 11 0 „ „ 6 2 0 „ „ 5-15-0 Apl. May ..... „ 8 2 0 Rdy. „ 7-2-0 Jan.-Feb. „ 4 15 0 Rdy. „ 4 7 0 „ .... Rs. 4-6-0 Ready .... Rs. 1,315 „ 1,225 (Ready.) £ s. d. .... 1 2 6 0 13 6 .... Rs. 14 and Rs. 18 „ 17	Rs. 196, 25th Mar. „ 188 „ „ „ 191 „ „ „ 193 „ „ „ 194 „ „ „ 192 „ „ ..... „ 178, 25th Dec. „ 173 „ ..... „ 165, 25th Dec. „ 176, 25th Dec. „ 175, 25th „ „ 169 „ .... „ 164, 25th Dec. „ 154, „ „ ..... „ 190, Apl.-May „ 180, „ „ 7 12 0 Rdy. „ 7 8 0 „ „ 7 2 6 „ „ 8 7 0 „ „ 7 14 0 „ „ 6 2 0 „ „ 6 3 6 „ „ 6-0-6 Apl.-May ..... „ 8 8 0 Rdy. „ 7-2-0 Jan.-Feb. „ 4 13 0 Rdy. .... Rs. 4 5 6 Rdy. .... Rs. 1,300 „ 1,220 (Ready.) £ s. d. 0 14 0 0 14 0 1 2 6 0 14 0 0 18 0 0 18 0 0 13 6 0 13 6 0 13 6 0 13 6 Rs. 14 and Rs. 18 „ 17	Rs. 199, 25th Mar. „ 191 „ „ „ 193 „ „ „ 181, „ „ „ 183, „ „ „ 182 „ ..... „ 180 25th Dec. „ 179, 25th Dec. „ 176, 25th Dec. „ 174 „ „ .... „ 165, 25th Dec. „ 156, „ „ „ 151, „ „ „ 191, Apl.-May „ 193 25th May. „ 7 8 0 Rdy. „ 7 2 6 „ „ 8 4 0 „ „ 7 15 0 „ „ 6 2 0 „ „ 6-0-6 Apl.-May ..... „ 8 10 0 Rdy. „ 7-2-6 Jan.-Feb. „ 4 12 0 Rdy. „ 4 4 6 „ .... Rs. 4 4 6 Rdy. .... Rs. 1,300 „ 1,225 (Ready.) £ s. d. 0 15 0 0 15 0 1 2 6 0 15 0 0 18 0 0 18 0 0 19 0 0 19 0 0 15 0 0 15 0 0 15 0 0 15 0 Rs. 14 and Rs. 18 „ 17	Rs. 200, 25th Mar „ 193 „ „ „ 194 „ „ „ 192 „ „ ..... „ 180, 25th, Dec. „ 167 25th Dec. „ 167, 25th, Dec. „ 161 „ ..... „ 179 „ „ 173 „ ..... „ 180 25th Dec. „ 180, 25th Dec. ..... „ 183, „ „ „ 182 „ ..... „ 193, 25th, May „ 7 6 6 Rdy. „ 7 0 0 „ „ 8 8 0 „ „ 8 4 0 Nl. „ 6 3 0 Rdy. „ 6-0-0 Apl.-May ..... „ 8 8 0 Rdy. „ 7-2-6 Jan.-Feb. „ 4 11 0 Rdy. „ 4 4 0 „ .... Rs. 4 4 6 Rdy. .... Rs. 1,300 „ 1,225 (Ready.) £ s. d. 0 15 0 0 15 0 1 3 6 0 15 0 0 19 0 0 19 0 0 15 0 0 15 0 0 15 0 0 15 0 Rs. 14 and Rs. 18 „ 17	Rs. 202, 25th Mar. „ 194 „ „ „ 193 „ „ „ 180, 25th, Dec. „ 165, 25th Jan. „ 175, January. „ 169, „ .... „ 166, 25th, Dec. „ 157, „ „ „ 151, „ „ „ 193, 25th, May „ 183, „ „ „ 7 8 6 Rdy. „ 7 2 6 „ „ 8 4 0 „ „ 7 15 0 „ „ 6 2 0 „ „ 6-1-3 Apl.-May ..... „ 8 8 0 Rdy. „ 7-2-6 Jan.-Feb. „ 4 12 6 Rdy. „ 4 4 6 „ .... Rs. 4 4 6 Rdy. .... Rs. 1,300 „ 1,225 (Ready.) £ s. d. 0 15 0 0 15 0 1 2 0 0 15 0 0 19 0 0 19 0 0 19 0 0 13 6 0 13 6 0 14 6 0 15 0 Rs. 14 and Rs. 18 „ 17	Rs. 199, 25th Mar. „ 192 „ „ „ 193 „ „ „ 180, 25th Jan. ..... „ 165, 25th Jan. „ 161 „ ..... „ 175, January. „ 173 „ ..... „ 169, „ .... „ 162, 25th May „ 159, 25th Jan. „ 150 „ „ ..... „ 193, 25th May „ 182 „ ..... „ 7 4 0 Rdy. „ 6 14 0 „ „ 8 8 0 „ „ 8 4 0 „ „ 6 3 0 Rdy. „ 6-0-0 Apl.-May ..... „ 8 8 0 Rdy. „ 7-2-6 Jan.-Feb. „ 4 11 0 Rdy. „ 4 4 0 „ .... Rs. 4 5 6 Rdy. .... Rs. 1,280 to 1,300 „ 1,220 to 1,240 (Ready.) £ s. d. 0 14 6 0 14 6 1 2 0 0 14 6 0 19 0 0 19 0 0 14 0 0 14 0 0 14 0 0 14 0 Rs. 14 and Rs. 18 „ 17

00133569



Digitized with financial assistance from

Government of Maharashtra

on 01 February, 2020